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HONGKONG, THURSDAY, MARCH 23BD, 1911.

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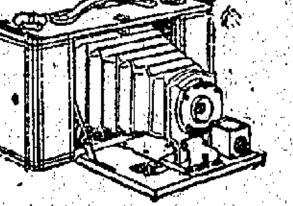


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All letters for publication should be

written on one side of paper only. No anonymously signed communications that have already appeared in other papers. will be inserted.

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DEATHS. On the 22nd March, at Shanghai, VICENTE EMILIO BRAGA.—(By telegram.)

On the 22nd inst., at her father's residence, Bombay, SHIRINBAI, the second daughter of Mr. Sorabjee Dhunjeebhoy Setna, and wife of Mr. Ardeshir Nusservanjee Kharival, aged 25 years. Deeply regretted. - (By telegram.)

HONGKONG OFFICE: 10a, DES VŒUT ROAD C LONDON OFFICE: 131, FLEET STREET. EC asked to make the sacrifice.

Hongkong, March 23rd, 1911.

To the resolution which it is the intention of H.E. Major-General Anderson to move at this afternoon's meeting of the Legislative Council on the subject of the rebate of Liquor duties to the Naval and Military authorities, no objection can be taken unless it be on the ground that it does not become the Council to make any suggestion 14th inst. or recommendation whatever to the Secretary of State for the Colonies on the were ordered to be whipped and to be detained pany consents to a lesser participation subject. His Excellency the General Officer 8 hours for having been in unlawful possession than the Ottoman capital, but on Commanding the Troops desires to secure a of rice and for offering a bribe of thirty cents to vote of the Council requesting the permission of the Secretary of State for the Colonies to deduct from the Military Con- in Tokyo and 249 other women have presented tribution accruing from Liquor duties in each year a sum equal to the ascertained amount of these duties paid by the Military that it is desirable to have much stricter regulaand Naval Authorities, and that such sum be paid as heretofore to the Military and Mayal Authorities in order that the officers and men of His Majesty's Naval and Land Forces may not suffer financially from the imposition of the duties while serving in

Civilian population might seek relief on

liquors consumed by the officers and men of His Majesty's Naval and Military Forces serving in the Colony, the taxpayers will have no substantial grievance, because the Colony will derive the full benefit of the taxation. The resolution, i adopted, should at least have the offect of emphasising the necessity for a reconsideration of the whole question of our military contribution. Down to 1890 this Colony was paying an annual sum of £20,000 as a military contribution (a sum not greatly in excess of that which it will probably have to pay this year on the liquor revenue alone!). In 1889 when the War Office decided to strengthen the garrison the Secretary of State required the military contribution from the Colony to be doubled There was strenuous opposition, but resolution was carried in the Council by the farmers to replace poppy cultivation, official vote giving effect to the instructions by other crops, which the inefficient received from Home. Six or seven years later, again by instructions from the encourage. Colonial Office, an Ordinance was passed fixing as the contribution 17 per cent. of the Colonial revenues, such percentage to include the cost of all military works and buildings, but not to cover any capital expenditure required for military lands and buildings. The contribution was made on this basis down to 1901 when another Ordinance was passed to combine in the amount of the contribution these annual payments or account of barracks, defence works and other extraordinary military works. The percentage was then fixed at 20 per cent. of the Colonial revenues, and on this basis the contribution has been paid during the last ten years. Now, the ordinary revenue of the Colony at the time of the passing of this ordinance was \$3,500,000 and it was anticipated that this would probably represent the approximate annual revenue of the Colony for some years to came. Thus the military contribution would amount to Diet. \$700,000. The Colonial Secretary of the day wrote: "The arrangement now proposed will be more advantageous to Hongkong than the present system, under which the Coloni I revenues are continually called upon to meet the cost of necessary works, the amount of which cannot be anticipated." Well, has the arrangement proved advantageous to Hongkong? We do not think so. The Colony's annual expenditure has increased greatly since then, and for some years past the Colony has had to raise nearly double the amount the revenue stood at when the 20 per cent. basis of the military contribution was decided upon, and, as we have on previous occasions pointed out, the more the Colony is taxed in order to meet its necessary expenditure the larger is the amount demanded for the War Office chest. The Army Estimates have not increased in anything like the same proportion as Hongkong's military contribution during the past ten years. The facts then being what they are, H.E. the General does. not seem to be asking too much of the War Office when he suggests the reduction of the [488] military contribution by a sum equivalent. to the amount of duties levied by the Colony on the liquor consumed by the officers and men of the Forces serving here. The War Office by some readjustment might be able to afford it; the Colony cannot fairly be Dr. Morrison, the well-known correspondent

have said, if the War Office is prepared to

to reduce the military contribution by a

sum, equal to the duties payable on the

of The Times, has returned to Peking.

The Bandmann Opera Co., which is having a very successful season in Singapore, will not open in Hongkong until the 5th prox.

A correspondent who writes to us on the subject of the dangers of motor traffic in Hong. kong suggests the prohibition of automobiles on the island.

A Baugkok contemporary mentions that Mr R. W. Atkinson, formerly of Hongkong, suffering from blood poisoning of the foot, and that an operation was to be performed on the

At the Magistracy yesterday two Chinese boy district watchman who arrested them.

The superintendent of a private girls' school the Diet with a petition, stating that the present law for the control of Japanese women secretly going abroad is not sufficiently efficient, and tions in order to prevent female stowaways from

The Manchuria Daily News states that the present plague situation has impressed upon Viceroy Hai-liang, as nothing else can, the primary importance of propagating medical and this Colony. It seems to us that the hygienic knowledge among the general populace. The Vicercy is reported to be considering seriprecisely the same grounds, though, as we medical college on an extensive scale.

## TELEGRAMS.

Protested by the Telegraph Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.] THE NATIONAL ASSEMBLY.

OFFICIAL CHANGES INDICATING RESTRICTION OF ACTIVITIES.

PEKING, March 22nd. H.I.H. Prince Pu-lun, President of the National Assembly, has been transferred to the Presidency of the Board of Works and Commerce.

This is considered to be a result of his advocacy of the re-convocation of the National Assembly, though it represented that his able services are now available to assist the distressed Prince Pu-ting has neglected to

ary ex-Grand Councillor Shih Hau to the vacancy is thought to indicate dividend restriction of the activities of the National Assembly.

The resolute Li Chia-Chu, Vice-President of the Board of Education who was educated in Japan, replaces Shen Chia-peu as Vice-President of the Assembly.

THE JAPANESE ANTARCTIC EXPEDITION.

STATE AID APPROVED.

Tokyo, March 22nd.

A representation asking for State aid for the Shirase Expedition to the South Pole has been approved by the

REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS." THE VETO BILL.

EFFORTS TO COMPROMISE,

London, March 22nd. Strong rumours are current in the House of Commons lobby that the constitutional crisis will not be settled before the Coronation, and that the Veto Bill will not be passed before

the end of August. Both the "Morning Post" and the "Daily Chronicle" state that prominent Liberal and Labourites have lately been sounded relative to their willingness to consider a comptomise.

NEW TURKISH LOAN.

London, March 22nd.

Reuter's correspondent at Berlin wires that the new Turkish Customs Loan of 160 million france has been

The lists closed immediately.

THE BAGDAD RAILWAY

LONDON, March 22nd.

that the agreement between the Porte and the Bagdad Railway Company has been signed. It is expected that the railway will reach Bagdad in five

In addition to the other changes | hai with a lorge sum of money on him. announced vesterday the Company renounces the construction of Port Gulf in favour of the new Ottoman Company, wherein the Bagdad Comcondition that the capital equals that of any non-Ottoman nation.

FROM SOUTHERN NEWSPAPERS.

SANDHURST ENTRANCE EXAMINA TION ABOLISHED.

London, March 15th. Mr. Haldane, introducing the British army estimates, and dealing with the short. age of officers, proposed to adopt the system of nomination for Sandhurst by headmasters. who would be required to say that the nominees had shown the real capacity of

Englishmen. The preliminary examination would be onsly the project of establishing at Mukden a abolished and each case recommended would be considered.

SUPREME COURT.

Wednesday, March 22nd.

IN BANKRUPTOY.

BEFORE HIS HONOUR SIE FRANCIS PIGGOTT (CHI) F JUSTICE).

"APPLICATION FOR DIRECTIONS, Re Cann Tai and others.

Mr. A. G. M. Fletcher, Deputy Official Receiver, said he made this application for directions On September 21st, 1907, a man named Li Fuk Hing filed a proof of debt claim. ing \$7,400. He produced three borrowing notes,

and it was found that the largest, which was for \$7,000, contained an impressed stamp for five cents, while the other two notes had no stamps at all. The Official Receiver decided that these notes were promissory notes, and that decision was endorsed by the Court, On the matter before the Court, and the Court decided that relief should be sought under the Stamp Ordinance.

Mr. Crowther Smith, who appeared for Li Fuk Hing, said the Court decided that nothing. could be done with the documents until the terms of the Stamp Ordinance had been complied with.

Mr. Fletcher-If the notes were properly negligence of the other petitioner. The appointment of the reaction- stamped I should admit the dobt, but under the O dinance it cannot be admitted, so I come to the Court and ask whether I should pay this

Mr. Smith—The notes were produced when the proof was filed, and ro question was raised than. Nothing was said until after the time given the Official Receiver for refusing to accept proofs, so I think it might be taken that the proofs were admitted.

His Lordship-That cannot be. The Court

is not allowed to look at these documents. Mr. Smith A petition was sent to the assoon as I can to avoid further charges. Governor, but he said he did not think it was a matter in which he could do anything. There is no doubt about this money being owing, and it can be proved by putting the debtor in the box.

these promissory notes in.

Mr. Smith-If the money is owing I don't being made. see that it matters.

His Lordship-Since he has produced these promissory notes the Court must disregard them. Mr. Fletcher-I have no objection whatever to pay this dividend, but if I do pay it I am

liable to a penalty before the police magistrate. His Lordship-I will look into the papers and see what was done, but so long as the promissory notes are before the Court I can do nothing:

Mr. Smith-Can we withdraw them ? His Lordship-You must take such steps as you think fit. (To Mr. Fletcher)-What

state is the bankruptcy in ? Mr. Fletcher-I want to pay a final dividend and wind the thing up.

His Lordship-L-will look into the papers and see what can be done, and deal with the matter in Chambers.

DISCHARGE GRANTED.

Re Lam Pak Lenng. Mr. Hinds (of Messrs. Brutton & Hett) said he applied for the discharge of the debtor at the last sitting of the Bankruptoy Court, but the Official Receiver opposed the application. understood now that opposition to the debtor's discharge had been withdrawn.

Mr. Fletcher stated that at the last sitting of the Court his Lordship authorised the Official Receiver to take criminal proceedings against the debtor. Those proceedings were brought in due course with the advice of the Crown Solicitor, and in the course of them cortain parties came forward and paid a sum sufficient to liquidate the debtor's liabilities, Proceedings for a misdemeanour were thon withdrawn.

His Lordship-There is no objection to the discharge?

Mr. Fletcher-No.

Mr. Hinds stated that it was neither the bankrupt himself, nor the brother who was charged with having committed this misdemean. our, who has paid this money. Both parties should be proceeded with because they had an A Constantinople message states absolute answer to every charge made against

The discharge was granted.

APPLICATION FOR ADJUDICATION. Re Chung Shing Tung.

Mr. Fleto er stated that the was an application for adjudication. All the partners had absconded, and one had been arrested in Shang. receiving order was made on December 10th 1910. He had not held the ordinary meeting of creditors because he was not certain of the Basra as a port and terminus on the monies and was waiting for a detailed account from Shanghai. He asked for an order of adjudication so that he could deal with the matter. in this Colony. His Lordship made the order.

> ADJUDICATED BANKRUPT Re Chu Hok Chiu.

Mr. Barlow (of Mesers. Goldring, Barlow & Morrell) made this application on behalf of the petitioning creditor. He said he obtained a receiving order in January, and the act of bankruptey was notice by the debtor of suspension of payment. The debts amounted to about \$120,000 and the assets were about \$42,000. The petitioning creditor's debt was \$512 for principal and interest due on a promissory note.

Mr. Fletcher-I think the petitioning credifor's information is somewhat inaccurate. An interim receiving order was made on January 21st, and from what the bailiff tells me the debt. or had nothing to seize.

His Lordship Then you doubt the assets? Mr. Fletcher-The assets are said to be \$43,000, \$23,000 due on a promissory note and \$20,000 in goods. When I wrote to my friend

, and asked where the goods were he informed quantity of human hair which was mortgaged Fletcher took proceedings. They had been to certain banks.

His Lordship-Is there a margin on the value of Lair P

Mr. Fletcher-I have not inquired. Mr. Barlow said he understood the margin

put on it was about \$20,000. His Lordship-That is calcable at once, Mr. Fletcher said he had made inquiries and

was told that there would be no margin. An adjudication order was made, A QUESTION OF PRICTICE.

Re the Kwong Sui Leung firm. Mr. P. S. Dixon, who represented the petitioning creditor, applied for a receiving order. Mr. Needham said he had a petition on the

John D. Hutchison & Co. Mr. Dixon-My petition takes procedence. September 4th, 1908, Li Fuk Hing brought My friend gets his costs for protecting th estate, but as my petition is first in date it takes precedence.

file on behalf of W. M. Watson trading as

His Lordship—Is there any authority? Mr. Flotoher-I think the second petitioner ought to have searched the file.

His Lordship-I must look into the practice. Mr. Needham-Among the reasons why your Lordship should accept our petition is the

Mr. Dixon-I don't admit that, His Lordship-I will look into the practice and take the matter in Chambers.

Mr. Fletcher-I would ask that a receiving order be made.

.His Lordship-For the moment I will consolidate the petitions, and make a receiving

-Mr. Fletcher-Idon't knew whether I will be in order to ask for adjudication at the same time, but the assets are hardly sufficient to pay the rent and the initial fees, and I wish to sell

An adjudication order was made. A DEETOR'S PETITION.

Re A. H. Tavares.

Mr. Fletcher stated that Mr. Tavares made this petition. There were some assets, His Lordship-Unfortunately he has put but they were of a very doubtful nature. He had no objection to a receiving order

An order was made accordingly, ADJUDICATION ORDER.

I c Rose White.

Mr. Hinds appeared in this case for the etitioning creditor. .. He said there was a debt of \$1,200, which was partly due for money lent and for goods supplied. The act of bankruptcy was giving notice of suspension of payment. His Lordship-What is the notice?

Mr. Hinds-It was a verbal notice. A mancalled to collect money and on February 4th debtor told him that she could not pay him, as

she had suspended payment of all her debts. His Lordship—That must be proved. Mr. Hinds-The man has made a decigration to that effect. The assets amount to something ike \$5,000, and the liabilities to between

\$10,000 and \$15,000. His Lordship-You must have something

Mr. Hinds-\$13,000 Mr. Fletcher said there had been an interim order in force. He had sold the debtor's property and the estate was really wound up, so he would ask for adjudication, to which the debter had no objection.

Mr. Hinds-I don't think there is any powerin the Court until after the first meeting of

His Lordship adjourned the matter into

ALLEGED FRAUDULENT PREFERENCE. The Kwong Sang firm v. Melchers & Co. Mr. Eldon Potter, instructed by Mr. M

Reader Harris (of Messrs. Wilkinson & Grist) appeared for the Official Receiver, and Mr. M. W. Slade, K.C., instructed by Mr. Hung (of Messrs. Deacon, Looker & Deacon), represented Messrs. Melohers & Co.

Mr. Potter stated that this was an application on behalf of the Official Receiver that two payments made by the managing partner of the bankrupt firm to Messrs. Melchers & Co. be were auxious that the criminal proceedings set aside on the ground that such payments amounted to fraudulent preference under section 21 of the Bankruptcy Ordinance and that they were contrary to the policy of the bankruptcy laws. The receiving order was made on October 28th, 1910, and the two payments which they said ought to be set aside were dated the 4th a .d 5th August of the same year. A petition was filed and the debtors and these proceedings were instituted as the result of certain admissions made by the debtor during his public examination. He hoped to prove to the Court that this man at a time when he knew he was insolvent sold stock-in-trade in his shop and divided the proceeds amongst three European firms

His Lordship-Are you applying to set aside

Mr. Potter - I am only dealing with one particular firm at present. His Lordship-I cannot very well do that. If I do it at all I must do it against all. I cannot

very well single out one. Mr. Potter said it was not a matter of singling out one, and that would be clear when his Lordship saw the correspondence. There were two affidavits, one by Mr. Fletcher, and the second was the declaration of the late managing partner of the of the East. We ourselves may supplement bankrupt firm. Regarding the latter, they had

received notice from the solicitors instructed by

Melchers & Co. to produce the debtor for cross-

examination. Unfortunately they were not able

to produce him, but notes of his public examination were taken. Mr. Slade - Whatever this man said in public examination is not evidence against Melchers &

Mr. Potter stated that in consequence of me that the only goods he knew of was a certain admissions made by this man Mr. served with a notice to produce him. but unfortunately they were not able to do so, because, within the last few days, for reasons unknown to the Official Receiver, he had thought fit to go to Canton. Therefore the Official Receiver was not in a position to produce him for cross-examination, but Mr. Potter submitted that his Lordship had power to admit the declaration in evidence, although Mesers. Melchers & Co. had not the opportunity of crossexamining him. He submitted that there was nothing in the affidavit sworn that could be

truthfully denied by Melchers & Co. His Lordship-What you mean to say is that the only evidence you have of the fact of these payments is this affidavit?

Mr. Potter-The payment is admitted. Proceeding, he said the only fact which they wanted to establish by means of this mon was that he know he was insolvent at the time he made the payments. The question of this affidavit raised an important point, and a point. which affected those who were interested in the commercial life of this Colony. This was what might very well happen if this affidavit was not admitted: A Chinese flem, which had been in the habit of trading with certain Enropean firms, went insolvent. For some reason they might decide to pay the European. traders to the absolute exclusion of Chinese oreditors. They do so, and the managing partner who makes the payments suddenly disappears to Canton after the public examination, because prior to the public examination the Official Receiver is halpless. On the public examination admissions are extracted which go to show preferential payment, and that European firms have been paid to the exclusion of

His Lordship-It is quite possible to make another argument of the same natura and to say that a Chinaman may prefer his Chinese creditors.

Mr. Potter-From the peculiar conditions of Hongkong it is extremely easy to make paymonts which amount to fraudulent preference in such a way as to leave the Official Receiver. absolutely powerless.

His Lordship-I should have thought, that being so, the remedy is for the legislature to make more stringent laws. I cannot stretch

Mr. Potter-But when your Lordship has in your hand a weapon which will tend to put a stop to that course of conduct you will use it. His Lordship-You want me to assume the

course of conduct? Mr. Potter -I want your Lordship to assume nothing. What I hope to prove in this case is that the Chinese creditors were excluded and the Europeans preferred. If your Lordship will not admit the affidavit, I am going to ask for an adjournment to enable the Official

Receiver to go through the books. His Lordship-It seems to me that you might still have to do that, gyen supposing that the man was produced and cross-examined. I cannot go on the affidavit alone, but require

Mr. Potter-It was only the day before yesterday that we ascertained that this man had disappeared. We were relying on having him here and learning the facts of the case from him. Mr. Slade said he thought it would be of great assistance, and might save considerable subsequent costs, if he was permitted to put before the Court his view of the law. He contended that the application ought to be dismissed, as the Official Receiver entirely misapprehended the purport of the section. If payment was made with a view to gaining time to settle up his affairs, or with any other object other than that of defrauding the rest of his creditors, then it was a

fraudulent preference. His Lordship said he did not like to hear a case like this without first looking up the authorities.

The hearing was adjourned.

THE ANGLO-JAPANESE ALLIANCE.

A JAPANESE VIEW

Mr. Nezu, Chairman of the Common Script Society in Shanghai, is quoted as saying that Englishmen who deny the utility of the Anglo-Japanese Alliance are superficial and Japanese who deny it are silly. England learned the value of the Alliance prospectively at the time of the Boxer outbreak. Some people contend were adjudicated bankrupt on the 25th November, that as there is a large British military force in India no occasion exists to borrow troops from other Powers for service in a far-eastern country. But as a matter of fact the British military establishment in India has no surplus strength for service abroad. That establishment numbers 270,000 men of all arms, and out of the total only 70,000 are British. Not a man of the 70,000 can be spared for service beyond the seas. Thus when the Boxer trouble arose. England would have been seriously embarrassed had she not been able to draw upon Japan's milifary resources. It was out of the lesson then learnt that the Alliance may be said to have grown. Its uses from a British point of view are therefore palpable.

The Japan Mail adds :- Mr. Nezu is not equally explicit in demonstrating the value of the Alliance from a Japanese point of view. He probably doubts the expediency of entering into details on that side of the question. But he concludes by affirming that the Alliance is the foundation stone of the peace this by saying that a feature too often lost sight of in discussing the merits of the Alliance is its restraining function. So long as Great Britain and Japan walk hand in hand no policy of aggression can be adopted by either in the Far East, and when complaints are uttered about Japan's closing the door in Manchuria and diseriminating against Occidentals, the formulators of these charges seem to forget that the policy of Japan must always be on all fours with the

policy of England in those regions.

#### SHIPPING NOTES.

China will be her century run.

The next outward trip of the Empress

The damage sustained by the Carmarthenshire, which went aground recently on the coast of Japan, does not appear to be very sprious, but her, stated to be considerably damaged by sea water, matches which have been postponed.

A great deal of public attention, the Japan in the methods pursued by Japanese shipping companies. The subject has been brought into notice by the difficulties under which the Toyo Kisen Kaisha labours. The Nippon Yusen Kaisha, for example, has a rule from which it never departs. It writes off 4 per cent. from the value of its fleet every year, whether the times be good or bad, and since the new navigation law went into force, this reserve is supplemented by a special reserve for the coastwise vessols. The Toyo S.S. Company, on the other hand, does not write down the book value of its fleet unless its profits enable it to do so. It has not written off anything since 1908, and the sums that should have been set apart since then are said to aggregate 2,081,933 yen.

In connection with the collision at Moji between the British steamer Benderan, 4,074 tons, and the steamer Shrinsho, 1,546, owned by a Korean, Mr. Ota, a barrister-at-law, of Kobe, on behalf of Captain A. Thomson, of the British vessel, has lodged an application for the preservation of evidence against the owner of the Korean steamer, residing at Gensan, Korea. The application says that while the applicant's steamer, which had arrived at Moji from abroad on the 25th ultimo, was moored to No. 2 buby off Moji Harbour Office, the respondent's steamer entered the harbour on the 4th instant and came into collision with the former vessel As a result the applicant's steamer was damaged owing to carelessness on the part of those in charge of respondent's stanmer. The applicant therefore prayed that before he left Kobe the Court would proceed on board and order two experts to examine the extent of the damage sustained by the vessel. The examination of the Bendoran was made in Kobe harbour in the presence of Judge and Counsel by an engineer of the Mitsu Bishi Shipbuilding Yard and an engineer of the Kawasaki Dockyard, both of Kobe.

Mesers Lamke & Rogge of Hongkong in their latest freight circular say : - The freight market during the interval under review has undergone a change for the better, a distinctly firmer tone is ruling owing to the scarcity of tonnage, partly caused by the numerous sales of wel'-known coasting vessels to Japan lately, and partly by practically all Norwegian tonnage being taken up on time-charter, a great deal of which is tied up for quite a length of time. It is remarkable that all German tonnage chwang to Swatow have already been effected on lasis of 30 cents per picul, "liners' terms." and as the plague seems to be abating it is hoped a revival of trade in the North will soon set in. If everything turns out as expected, and "regular liners" find sufficient profitable omployment in their own sphere, it goes beyond saying that the present scarcity of tonnage will be felt very much, and in consequence freights all round should stiffen.

A correspondent writes to a Penang contemporary drawing the attention of senfaring readers to the necessity for extra caution whilst navigat | Kuldja, but rather to an amicable revision of ing the F.M.S. side of the Malacca Straits especially at night at the present time, when numerous and extensive jungle and forest fires obtain. The smoke from these fires is blown off shore in the evening, and hancs like a pall over the coast-line, entirely intercepting the view From Selangor to Malacca, of late, this smokeof og has been particularly obstructive and annoy ing. For instance, Cape Rachado Light (the glare of which under the most favourable conditions is visible 45 miles, and ordinarily 30 miles) is scarcely visible now, at times, 13 to 15 miles off, so that steaming down the coast one may be on top of Bambek Sheal before the light is sighted. Such is the insidious character of the smoke that, on a moon-lit night especially, the invisibility of the coast-line might be attributed to mere "moon-haze," and the raising of the light expected at the usual time and distance, but the pungent acrid\_smell of the smoke is a timely warning.

#### INSURANCE COMPANIES' DIVIDENDS.

CHINA TRADERS' INSURANCE COMPANY,

LIMITED. Subject to audit the directors will recommend that a final dividend of \$4 per share be paid for account 1909, making \$7 for the year, an interim divided of \$4 per share for 1910, and a bonus of 20 per cent, on contributory premium. They will further recommend that £10,000 be passed to Reinsurance Fund, leaving \$225,358.20 to be carried forward to Underwriting Suspense Account, thus closing the Account for 1903.

#### UNION INSURANCE SOCIETY OF CANTON LIMITED.

Subject to audit the directors will recommend that a final dividend of \$20 per share be paid for account 1909, making \$50 per share for the year, an interim dividend of \$30 per share for 1910, and a Bonus of 20 per cent. on contributory premium. They will further recommend that £10,000 be passed to Sterling Reserve Fund, leaving \$481 000 to be carried forward to the Account for 1909.

#### SPORTING NOTES.

All the league matches of last Saturday being set down for the Hongkong side it so happened that there was a scarcity of grounds, with the result that the meeting between the Remnants and the R G.A. could not take place. However, April 8th if favourable weather provails ought cargo, which consisted of sulphate of ammonia; is to give an opportunity if desired of bringing off

The H.K C C, on Saturday seemed to make a Mail states, has been directed to the difference special effort to special the run of success which has fallen to the R.E. this season At their provious meeting the result was declared draw, but on this occasion the Club made matters much more definite by administering acrushing defeat on the champions. The Engineers could not make a stand rgainst the bowling of Payne and Sharpin and went out with the small total of 45. To this the Club replied with 296, one of the highest scores registered in league cricket this season. The other matches were of little importance. Kowleon managed to win from the Yorkshires and the Civil Service had to Year's Day to the holiday list so close to acknowledge unother defeat at the hands of Christmas Day and Boxing Day,

R.E. are now the undoubted champions of the season. They have completed their fixtures and have won 12 out 16 matches played. owloon has also concluded its league programme, likewise Police; and the other clubs have either one or two matches each to play to

The analysis new reads:

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1.	Remnants .	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
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<u>.</u>	Kowloon !	LLWLWLW
	Craigengower [	$\mathbf{M} \stackrel{\mathbf{T}}{-} \mathbf{T} \stackrel{\mathbf{T}}{-} \mathbf{M} \stackrel{\mathbf{M}}{\mathbf{M}} \mathbf{M}$
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	Yorks	WLLWLLWW-
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been made by the Lawn Bowls League and private. I travelled a long way the other day Championship Committee. Mr. F. Howell has with one member on that side of the House been elected president in succession to Mr. T. who has considerable knowledge of Colonial Petrie, and Mr. A. Ramsay hon, secretary and laffairs, and he was blunt enough in regard to treasurer in room of Mr. T. Ramsay. The first his estimates of the occupants of the Treasury matches in the league are likely to be played on Bench. The Premier he cannot abide, the May 6th. Entries for the singles championship minor men all rouse his ire, and the only men ciose on Saturday, April 29th.

The competition for the Football Shield has except such absolutely required to keep up the | been less protracted than usual, even with the "regular lines" is also under time charter for series of draws which occurred, and already the some time. The North reports that Tientsin final stage has been reached. The R.E. went has opened, and there is a fair amount of cargo | down rather badly to the Naval Yard last Saturgoing up to that port. Fixtures from New. day, and now the issue lies between the left half of the K.O.Y.L.I. and the Yard. The naval men, I believe, are funcied for the trophy.

## THE RUSSO-CHINESE CRISIS.

The Times of the 20th ult. in some comments on the diplomatic notes which have been exchanged recently between Russia and China observes:—

It may be presumed that, in view of the attitude of China, the Russian Government will hardly consider it necessary to take the extreme steps which were threatened, even although the Hi River remains invitingly frozen. The way is surely clear now, not to a Treaty which both Governments seem to have found rather unsatisfactory in its

We have refrained from any expression upon the merits of the dispute, and must continue for the present to reserve judgment upon a complication the details of which are obscure. Foreign opinion in Peking takes the view that the complaints of Russia are justified, but advances no specific evidence. The impression is evidently based, less on any direct proof of obstructive or provocative conduct on the part of China in Turkestan-proof from such s remote region is difficult to obtain-than on recent experience of the lightness with which the Chinese appear to regard their treaty obligations upon their frontiers. The comewhat unworthy implication, advanced by the Chinese, that Russia has seized a moment when they are perplexed by plague and famine, in order to make a coup, is surely disproved by facts and dates. If Russia considers herself aggrieved, she was compelled to register her protest before the arrival of the period when China could denounce the Treaty, and thus place her in a false position if she protested afterwards. Nor can we accept the suggestion that the ultimatum is one development of a policy of aggression mutually agreed upon between Russia and Japan. If, as we hope, the present differences prove capable of early adjustment, both Russia and Japan will have ample opportunity for demonstrating that such suspicions are unfounded. We should have preferred to be able to think that the occasion for advancing them had never srisen. grievances adumbrated by Russia may be irritating, but do not seem vital enough to make necessary in occupation of territory. Our Paris Correspondent suggests that French opinion regards with disapproval the spectacle of Russia embarking upon fresh adventures in the heart of Asia, while the gratification of Vienna may well serve as an additional warning. Far more directly important than these considerations is the possible effect of extreme pressure upon China at this critical

Power would prefer to avoid. Mr. Nelson E Bryant has been appointed Acting Deputy Commissioner of Customs at Amoy. Mr. Bryant has been in the Customs Underwriting Suspense Account, thus closing two years he has been in charge of the head

desk of the general office at Shanghai.

thrust at one of her extremities might cause

the present system of governance to collapse

like a house of cards, and the resultant chaos

## HOME AND CHINA AFFAIRS

(FROM OUR OWN CORRESPONDENT.)

London, February 21st.

DAYLIGHT SAVING BILL. Not content with standing sponsor for the Daylight Saving Bill, Mr. Pearce, member for the Leek division, has just tabled another bold proposal—for the reform of the calender. If he gets his way, Easter will be a fixed instead of a movable feast Christmas Day will be made to fall on a Monday every year, the present division of the months will be alfered, and the first day of the year will be added to the list of statutory holi lays. Especially with all the [work that is already overburdening Parliament the member for Leek is a bold man indeed if he hopes to get this measure into law. Church people, clerical and lay, will be dead against it, particularly on the ground that it would cut England off from the observance of Easter and Christmas in common with the rest of Christendom. And nobody seems auxious to add New

There is any amount of chartling among Irish and Radical circles over the introductory debate on the Home Rule policy of the Government. It gratifies them especially to see that there are no weak-kneed ones on the Liberal side except four or five absentees, including Lord Rosebery's son, Neil, and his friend, Mr. Agar Roberton. But among the rank and file of Liberal members the feeling is tinged with misgiving. They are nervous lest the Lords give way and vote the Parliament Bill that limits their veto without making it necessary to swamp them with Liberal peers of a new creation. "If we put in five hundred Liberal peers, "said one member in discussing it the other night, "we could pass the Home Rule proposals easily, but if the present House of Lords pass the Parliament Bill and hang on in their present state, it may be that we won't be able to get the Home Rule Bill through before 1914. And before that time who knows what may have happened to the Liberal and Home Rule Party ?" But the Conservatives are not putting their hopes on such prospects. They have mapped out a wide programme of re-election. anti-Home Rule meetings, designed to rouse the nation against the proposals that have been outlined by Mr. Asquith and blessed by Mr. John Redmond. That all is not well with the Liberal side of the House is clear from the signs of the Preparations for the forthcoming season have times, to say nothing about what one hears in le can find the salt of sincerity in are first Winston Churchill and then Lloyd George."

IMPERIAL EXHIBITION. There is every prospect of making the great Imperial Exhibition of 1915 a brilliant success. At a meeting held the other day at the Royal Colonial Institute, under the chairmanship of Viscount Hill, a report was presented showing that progress had been made which left the continued development of the scheme beyond doubt. Sir Pieter Stewart Bam is the moving spirit, and he has gathered round him a very notable band of Imperial enthusiasts, including many Colonial statesmen and such peers as Lord Strathcona, the Duke of Abercorn, the Duke of Portland, the Earl of Selborne, and the Earl of Dartmouth. Lord Strathcona has guaranteed half of the preliminary expense fund, and the Advisory Committee is now hard at work putting in the foundation work of what will be one of the most notable expositions ever held to cover the resources of the Empire. Far Eastern travellers will that year be able to take a glut of such shows, for they can cross the Pacific, take in the great Panama exposition that is to be the glory of San Francisco that summer, and then pass on to compare this London one afterwards.

NEW COINAGE. Though we have new George V. coinage in cir. culation this week, I understand it will be some time before the stamps bearing the effigy of His Majesty are seen in the mails. When King Edward came to the throne India and South Africa adopted the portraits used on the Home stamps, and they are inclined to follow that precedent now. The Crown Colonies are also bent that way, so it is likely that the stamps now in use will continue till the end of the year. Nor will the King's head design be adopted universally even then. Uniformity became more the rule in King Edward's time, and his head is seen almost. everywhere on the stamps of the Crown Colonies, with the exception of the West Indies. The West Indians are locally patriotic and their desire of a distinctive design has hitherto been met. Ships and emblematic groups are the favourite designs among those islands

BOMANCES OF THE FUTURE. G. K. Chesterton, who is, perhaps, the most popular of the writers who lightly speculate on

shadows cast toward the future, has been telling us what the romances of the future will be like. It was a curious episode of modern history that whole generations of people had devoted themselves to saying what would happen in moment in her wavering fortunes. A slight the next generation, forgetful entirely that the very few occasions on which people had done that in the past they were always wrong. The romance of the would produce consequences which every Great future began with Bulwer Lytton's "Coming Race." Then came "Looking Backward," and "News from Nowhere," after which Mr. H. G. Wells came along with "Food of the Gods," and subsequent prophetic works ended with the gervice for a period of thirty years. For the past inevitable collapse depicted in the "War in the Air," Incidentally, the jester took a rap at

both Booislists and Individualists. Socialism, he declared, was the "morality of shipwreck." He added, "I am opposed to Socialism lan to Individualism. I think the Socialist is generally a good man and the Individualist is generally a bad man, but they are both mad." After that he decided that the future is hidden from man, so he gave himself plenty of scope. and declared it might hold anarchy, despotism, or little village communities and no nations at all. But if they heard a man saying, "I see the track quite clear. I see what is going to happen. It is going to end up in Socialism, or Imperialism, or anything else," all he could advise them on was not to believe him.

## COMPANY REPORT.

THE CHINA-BORNEO CO., LIMITED

The Report of the General Manager and Consulting Committee in their eighth ordinary yearly report states: -

The accounts show a profit of .... From this has to be deducted: Fees to Consulting Committee

Leaving available for appropriation. \$78,380.70 The Consulting Committee recommend that a dividend of 31 00 per share on the subscribed capital be paid to shareholders

Write off Saw-mills hunches and lighters engineering works ... Hongkong Saw mills.. , timber concession

In addition to the above provision for depreciation, the reserve fund of \$40,000.00 has been applied towards the further writing off of the value of the Hongkong Saw-mills, which will now stand at \$100,000.00.

In accordance with the Articles of Association, Mr. J. W. C. Bonnar retires from the Consulting Committee, but offers himself for

AUDITOR.

The accounts under review have been audited

by Mr. W. H. Potts, who offers himself for W. G. DARBY,

> General Manager. STATEMENT OF ACCOUNTS to December 31st, 1910.

Liabilities. Capital:-60,000 shares Less 14,000 shares unis-

16,251.63 Sundry creditors Balance of working account . \$650,632.33

Hongkong Saw Mills:-Value as per last state-Less amount of reserve fund transferred Sandakan Saw Mills:-111,531 50

Value as per last state-Less amount provided for depreciation 106,531.50 1,302.85

Steam Launches and Lighters :-Value as per last state-Less amount provided 7,500.CO for depreciation 108,324.80 Less value of Lunch sold 9,975.00 Sandakan Engine Works:--Value as per last state-

82,236.77 Less amount provided for depreciation 77,236 77 3,563.78 Sandakan Plant:-

Value as per last state-17,943.27 Less amount provided 1,433.32 for depreciation

16,509.95 Since added .... House and Land Property :--Value as per last statement House and Office Furniture: Value as per last statement Timber Concessions :-Value as per last statement ... Stocks of timber and material Cash in hand ...

WORKING ACCOUNT. To management and office expenses . in Hongkong and Borneo To exchange account To auditor's fee-.... To balance ...

By profit on sales of rough and sawn timber, etc. By crip fees **\$1**43,553.13

E. & O. E. THE CHINA-BORNEO Co., LTD., (Sd.) W. G. DARBY, General Manager.

I have compared the above statement with the books and vouchers of the Company's Office and with the returns from the Borneo and London Offices and found it correct. W. HUTTON POTTS,

Auditors.

Hongkong, 20th March, 1911.

YEAR'S LOVE STORIES TOL . IN FIGURES.

Among the many official nublications issued by the British Government departments in the course of a year none hides so many curious romances as are to be found in the tables of figures prepared by the Registrar-General. There is a love story in every figure of that section of his work dealing with marriages, and in many cases the love story is one regarding which it would be extremely interesting to have further details.

Possibly it is due to the engrossing nature of the work and the speculations to which it gives rise, that the Blue-book for which the registrar is responsible is always more than a year behind. Thus it is the volume setting out Cupid's work in 1939 that is now to hand. One can well understand, however, the clerk in the Registrar-General's office lingering over his task.

Who, for instance, could pass by the fact that one marriage was that of a bachelor over eighty five years of age? The bri e was a spinster over seventy. Was it a case of a misunderstanding in youth cleared up at last?

Then there were the five marriages in which the brides were over thirty five and bridegrooms under twenty. Here a W. W. Jucobs seems to be necessary to do justice to the story. There was the spinster of seventy who mar-

ried a man of forty, the five girls under eighteen who married men over fif y, and the girl of twenty-oue whose bridegroom was over seventy. What was the romance hidden here? EARLY MARRIAGES. Or, again, he might have paused to wonder what degree of happiness, or the reverse, attend-

ed the 360 marriages in which both brides and \$46,000.00 bridegrooms were under nineteen years, or the even more during case of the bride of fifteen 10,000.00 who married a youth of eighteen. It might indeed have made him shudder when

he realised from the figures before him that in all 10,377 young men under tweaty-one years of age took on themselves the responsibilities of marriage, twenty-nine of them marrying \$78,380.70 | widows. A touch of tragedy would come into his

thoughts as he paused over the story of the young widow of nineteen who married a youth of her own age, and of the three widewers under twenty one. Or, as he went further, to find that in all eighteen girls under twenty one remarried, four of them marrying widowers. And so one might go on recapitulating the quaint matrimonial arrangements made by

Cupid during the year. Here are just a few more of these condensed romances :-Of the 16,0.6 widows who remarried, 8,133 chose bachelors; while of the 22,200 widowers who remarried, 14,327 were accepted by spin-

Among the 244,538 spinsters who married. 1,728 did not state their ages; while of the 16,006 widows, 441 were equally coy. There were 1,065 spinsters over fifty years of age among the brides, fifteen of them being

over seventy. One widow of eighty-five was Only 239 of the 238,344 bachelors married were over fifty years of age.

Four girls of sixteen years married CHANGING CONDITIONS. An idea of the change that has taken place in the marriages during the past fifty years may be

seen in the following table:-PER 1,000 MARRIAGES. First Marria es-Bachelors Spinsters ... ..... Remarriages-Widowers ... Widows Under 21 years Mon Signed by Mark-Men ...

Thus we see the effect of the later age in life at which the average marriage is made on the number of widows and widowers remarried, and also on the number of minors who marry, while the result of modern educational methods is seen in the great reduction in the number of brides and bridegrooms who could not write.

It is a carious fact that the marriage of minors is more common in Scotland than in England and Wales, while in Ireland the proportion of such marriages, is far below that of either Scotland or England and Wales.

In England and Wales the highest proportion of marriages among minors was to be found in the mining and manufacturing counties, and the lowest in the agricultural counties.

One interesting fact which appears in the report is that the number of widows is always much greater than that of widowers, because, in the first place, men marry later in life than women; second, because the duration of life among men is shorter than that among women and third, because the proportion of widows who remarry is much lower than the proportion of widowers who remarry.

INDIGNANT JAPANESE BARBERS.

We take the following amusing paragraph from the Seoul Press :-

Gossip reports that Japanese barbers here in Chosen threaten to throw the glove at the Teikokuza, or Imperial Theatre of Tokyo-the finest theatre in Japan, which has just been built at a cost of one million yen. The trouble, seems, has its immediate origin in a little paragraph recently printed in the Osaka Asahi. Towards the end of last month our enterprising contemporary referred to an exchange of somewhat amusing telegrams between the said Theatre and Ganjiro Nakamura, who, if not the very greatest, is one of the greatest stars on the Osaka stage. Ganjiro has been engaged by the Imperial Theatre where he is to play an important part in a dramatic performance from this evening. On the eve of his recent departure for Tokyo he received a telegram from the manager of the Imperial Theatre announcing that he would find at Shimbashi a special

849,152 43 carriage in waiting for him. But Ganjiro is a modest man-indeed he owes a good deal of his 10.311.89 present popularity and succes to the virtue of 200.00 his pronounced modesty. He could not endure 82,380.70 the idea of a proud entry, and at once excused himself by wire from the courtesy on the plea that he had no experience of being driven in a carriage. A few hours later, however, the famous actor received a telegraphic refort from Tokyo which ran :- "Don't be so shy, Old Boy! Remembr that this is a time when even a barber may be seen driving in a carriage. The latter clause of the above telegram quoted by the Osaka Asahi has greatly offended Japanese barbers in Seoul, who are said to think it a deliberate insult to their profession. An extraordinary conference of officials of the local Farhers' Guild was at once held, at which a resolution was unanimously passed that a general congress of Barbers' Guilds in Chosen be convened in order to consider how to retaliate for the "insult." In accordance with the resolution, we are told, a circular conched in a highly indignant tone was despatched to the Barbers' Guilds in all Korean towns a few days ago. We are very impatient to know the sequel, especially the answer of the maungement of the Imperial Theatre to a possible protest from the barbers.

INTIMATIONS

Was Almost Too Bad to Describe. Dreaded to Wash Because of Pain. Spent Pounds on Treatments which Failed to Cure. After 5 Long Years Tried Cuticura Ointmentand Soap. They Cured Him.

"I was in the habit of going to shave" every week until at last a small place came out near the carand gradually went all over my face and neck, which were a mass of yellow pimples all over. In fact you could not put a pin's head anywhere. It was almost too had to describe. I tried lotions, ointments, in fact, almost everything. I used to dread to wash because of the

pain it used to cause me. I also went to the hospital for months. which did me no good. I spent pounds In different cintments and letions which all failed to cure, so a friend at Paignton asked me if I ever tried Cuticura Remedies and so persuaded me that I tried Cuticura Cintment, four boxes, and four cakes of Cuticura Soap, which proved to be the best things for me and completely cured me. After five long years, they cured me in about four months. I cannot praise them too highly." (Signed)
Frank Revell, 47. East St., Newton
Abbot, Devon., England, Jan. 3, 1910.
This letter shows that Cuticura Soap and Ointment often succeed when all else faits. Bold throughout the world. Depots: London,

27. Charterhouse Sq.; Paris, 10. Rue de la Chaussee d'Antin; Australia, R. Towns & Co., Sydney; India, B. K. Paul, Calcutta; So., Africa, Lennon, Ltd., Cape Town, etc.; U. S. A., Potter Drug & Chem. Corp., Sole Props., Boston. Post-free, 32-page Cutienra Book, a complete guide to the care and treatment of skin and scalp from infancy to age.

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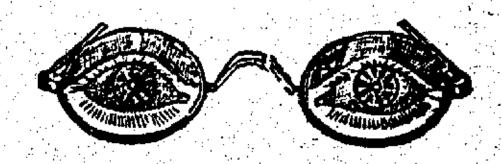
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Orders for extra copies of DAHM PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

Telegraphie Address: Puess Codes: A.B.C. > 5th Ed-Lieber's.

TO LET.

NEW ADVERTISEMENTS.

TEAK VILLA HOUSE, No. 13, Wongnei-chong Road. Apply to— MESSRS. DENNYS & BOWLEY.

Hongkong, 23rd March, 1911.

TO LET.

MOUNTAIN VIEW, (at occupied by E. R. HALLIFAX, Esq.). From 1st May, 1911. Care of "Daily Press" Office.

Hongkong, 23rd March, 1911. UNION INSURANCE SOCIETY OF

NOTICE TO SHAREHOLDERS.

CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at NOON, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1910, and declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 16th April to the 26th April, both days inclusive. By Order of the Board, C. MONTAGUE EDE,

Hongkong, 23rd March, 1911. CHINA TRADERS' INSURANCE. COMPANY, LIMITED.

Secretary.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12 30 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1910, and of declaring Dividends

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to 26th April, both days inclusive. By Order of the Board,

C. MONTAGUE EDE, Secretary. Hongkong, 23rd March, 1911

SPECIAL ANNOUNCEMENT

THE NEW

BANDMANN OPERA CO. SEASON

WILL Commence April 5th, instead of March 31st. March 31st. List of Plays will be announced next SATURDAY, March 25th, and Booking of Seats will Open MONDAY, March 27th, at 9 A.M., at MOUTRIE & Co.

Hongkong, 23rd March, 1911. EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES. HE Steamship

"CATHAY having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and store! at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 9.30 A.M. All Claims must reach us before the 2nd April, or they will not be recognized. No Fire-Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned. This Steamer brings Cargo: Ex s.s. "Odin" from Gothenburg. Ex s.s. "Gotoborg" from Christiania

Ex s.s. "Telegraaf " from Rotterdam. "Slad Amsterdam" Amsterdam. MELCHERS & Co.

Hongkong, 21st March, 1911.

NEW CARTRIDGES.

Y popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG, at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906.

## PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD. THE TWENTY-SECOND ORDINARY ANNUAL MEETING of SHARE-HOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, Hongkong, on SATURDAY, the 25th day of March, 1911, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the.

General Managers for the year ending 31st December, 1910, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 20th day of March, 1911, until SATURDAY, the 25th day of March, 1911, both days inclusive.

SHEWAN, TOMES & Co., General Managers. Hongkong, 15th March, 1911.

THE CHINA-BORNEO COMPANY, LTD NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 12.15 P.M. on TUESDAY, the 28th March, 1911, to receive a Statement of Accounts to the 31st December, 1910, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and

The TRANSFER BOOKS of the Company will be CLOSED from 14th March to 28th March, both days inclusive. THE CHINA-BORNEO Co., Ltd., W. G. DARBY,

General Manager. Hongkong, 9th March, 1911,

## FOR SALE

FOR SALE OR TO LET.

66 NZ ENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn. 15 minutes' walk from Tram, 7 minutes by 'Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter,

Apply— THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 2nd February, 1911.

FOR SALE.

EMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

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MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply-G. FENWICK & Co., LTD., Engineers, &c.,

PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. T111-112

ON SALE.

I ONGKONG HANSARD REPORTS LEGISLATIVE COUNCIL for Session 1909. REVISED BY THE MEMBERS.

PRICE - - - \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

GRACA & CO. PEDDER St. (Hongkong Hotel Building),

- Dealers in OSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

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Splendid Assortment of LADIES' FOOTWEAR.

50 STYLES, VARIOUS PRICES. All British Manufacture. Call Early before we are Sold Out. Hoosain-Ali & Co., No. 14, Queen's Road Central. Hongkong, 28th February, 1911.

A LING & CO.. 19, QUEEN'S ROAD CENTRAL.

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Photographic Goods of every Description in Stock.

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"WITH DOG AND GUN IN THE NEW TERRITORY."

DEING the Series of Articles recently contributed to the "Hongkong Danly Press" by "Sportsman," reproduced in book

PRICE ONE DOLLAR. Hongkong, 29th October, 1910.

## INTIMATIONS

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the Hongkong Hotel, on SATURDAY, 25th March, at 8 o'clock P.M. Members and Devonians wishing to attend

are requested to send their names to M. S. NORTHCOTE, Hon. Secretary. Hongkong, 3rd March, 1911.

SOCIETE DES PULPES ET PAPE-TERIES DU TONKIN.

ONFORMABLY with the Articles of . Association the FIRST ANNUAL GENERAL MEETING of SHAREHOLD-ERS in the above Company will be held at the Registered Office of the Company, 21 rue Jules Ferry, Haiphong, on FRIDAY, the 31st March, 1911, at 2 o'clock P.M. For the Board of Directors,

T. F. HOUGH, Chairman. Hongkong General Purpose Committee. Hongkong, 13th March, 1911.

HONGKONG CLUB.

NOTICE.

THE NINETEENTH DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Crus (1896 issue, \$100.00 each) was held in the Hongkong Club House on FRIDAY, the 17th March, 1911, when the following Debentures were drawn for

411 1289 1325 1720 550 843 864 598 1326 1742 1759 610 1421 1795 **199** 660 1458 677 991 1809 1539 1030 1587 1839 773 \*1088 1851 1600 1175 1361 will be Payable at the Hongkong and

SHANGHAL BANKING CORPORATION, FRIDAY. the 31st March, 1911, Exchange for surrender of same. By Order,

JAMES CRAIK Secretary. Hongkong, 17th March, 1911

OXFORD AND CAMBRIDGE DINNER.

THE ANNUAL DINNER of Members of the above Universities will be held on BATURDAY, April 1st, at 7.45 P.M., in the HONGKONG CLUB. Members intending to dine are requested to notify either of the Undersigned. P. W. GOLDRING

(Oxford), H. L. O. GARRETT (Cambridge).

Hongkong, 20th March, 1911.

NOTICE.

\* HEREBY GIVE NOTICE in accordance with Section 7 of Tramway Ordinance, 19 of 1902, of my intention to apply to the Governor in Council for power to construct two additional short track curves each 45 feet long joining the present Tramway Track in Russell Street, Bowrington, Opposite I. L. 731.

J. J. STODART KENNEDY,

General Manager, THE HONGKONG TRAMWAY CO., LTD. Hongkong, 18th March, 1911.



MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.) : COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, KANADA, NAMAZUTA SAYO, SHINNEW ... and KAMIYAMADA,

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Agencies:--YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messes, Macondray & Co SINGAPORE: Messrs. Borneo & Co., Ltd. . For Particulars, apply to

H. OISHI. Manager, No. 2, Pedder Street, Hongkong. Hongkong, 14th February, 1911. 574

CHILDREN A SOCIAL AND POLITICAL NOVEL OF ADSORBING INTEREST. "By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic

Flowery Land," etc.). THE VOLUME which consists of 146 A. Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A.

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TO 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office. No. 24, D'AGUILAR STREET (Suitable for Godown, Etc.), All of which are present occupied by VIENNA CAFE & Co., LTD. For Particulars, Etc.

Apply to— YEE SANG FAT, Same Address. Canton, 24th Fobruary, 1911.

TO LET.

ODOWN, No. 5A, DUDDELL STREET.

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD Hongkong, 1st March, 1911.

TO LET.

TO. 11, BEACONSFIELD ARCADE, The EYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD, from 1st June, 1911. No. 23, BELILIOS TERRACE, No. 21 and 25, SHELLEY STREET,

No. 57, PRAYA GRANDE, Macao.

manding a Magnificent View of the Harbour and Adjacent Islands. Apply to- LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings Hongkong, 22ud February, 1911. [118

FOR SALE .- Tor CREST, at Peak, com-

TO LET. ODOWN, No. 4, New Prays, Kennedy Apply— THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st March, 1911.

> HONGKONG CLUB. NOTICE.

NO LET, from the 1st February, 1911, TWO ROOMS in the Ground Floor of the Annex, suitable for Offices. For further particulars, apply to the Undersigned. JAMĚS CRAIK,

Secretary. Hongkong, 19th January, 1911.

TO LET.

66 TORMAN COTTAGE," West, Roomed House. Recently renovated. Electric Light. Detached Servants' Quarters. Apply to—

PERCY SMITH, SETH & FLEMING, 5, Queen's Road Central. Hongkong, 17th March, 1911.

TO LET. RAVENSHILL WEST, No. 3. Park Road. Apply to-

DEACON, LOOKER & DEACON.

TO LET.

Hongkong, 14th February, 1911.

LATS in Nathan Road. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48. Yaumati. Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of

Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [154]

TO LET.

ODOWNS, 95, 96 and 97, Praya East. : Apply-

CHATER & MODY. Hongkong, 7th December, 1910,

TO LET.

TO. 9, MACDONNELL ROAD, from 1st An OFFICE on 1st Floor, 16, Des Voux Road, Central. OFFICES in King's Building, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. A HOUSE in Wong Nei Chong Road. SEMI-EUROPEAN FLATS, Praya East,

corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Scaman's Institute, Praya East. Apply to-

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st March, 1911.

TO LET.

2 WO NEW SEMI-DETACHED Six-Roomed European Residences on Bowen Road, new nearing completion, with Gardens attached. Splendid view of the Harbour. Possession from about 15th March. Apply to-

A. M. ESSABHOY. 7 and 9, Zetland Street. Hongkong, 25th February, 1911.

TO LET—FURNISHED. 66 DUDLEIGH," No. 5, Macdonnell Road.

For terms, apply to --M. S. NORTHCOTE. Care of THE HONGKONG LAND INVEST-MENT & AGENCY Co., LTD. Hongkong, 10th February, 1911.

HUNG NGOI BAN PO Chinese Daily Press),

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AUCTIONS

AUCTION OF VALUABLE LEASEHOLD PROPERTY.

R. GEO. P. LAMMERT has received V.L. instructions from the Mortgagee to Sell by Public Auction, on SATURDAY, the 25th March, 1911, at 3 P.M., in his Sules Room, Duddell Street, three-fifths of the piece of land registered in the Land Office Nos. 1574, 1575, 1576, 1577 and 1578 of Survey District 2 and Nos. 1, 2, 3 and 4 of Survey District 3, in the New Territory together with Five Houses thereon. The total area contains 713,076 square feet leased from the Government for a term of 75 years at the annual rent, of \$92.76 with the option of renewal for a further term of 24 years. It is situated next to Tai Wan Harbour, Kowloon.

For further particulars and conditions of sale, C. S. Gubbay, Esq.

GEO. P. LAMMERT. Hongkong, 15th March, 1911,

PUBLIC AUCTION.

TEARTICULARS and CONDITIONS of the letting by Public Auction Sale, to held on MONDAY, the 27th day of March, 1911, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

 No. of Sale,	Registry No.	Locality.		Bour Measur	idary ements		Contents in Square feet.	Angual Rent.	Upset Price.
	id 1576.	redy Rd. nd Lot 31.	r. feet	feet	E. feet	W. feet		8	3
1	Inland Lot No. 1	Below Kent near Inla No. 17	120	120	97	97	11,640	80	1,740

## BANKS

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BRANCHES' AND AGENTS ALL OVER THE WORLD. The Corporation transacts every description of Banking and Exchange Business, receives

money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: For 12 months 4 per cent. per annum. For 6 For 3 GEORGE HOGG, Manager.

Hongkorg, 21st February, 1911. HONGKONG SAVINGS BANK. THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application.

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INTEREST on deposits is allowed at 31 per cent, per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghai

BANKING CORPORATION. N. J. STABB. Chief Manager. Hongkong, 24th January, 1911. ATEDERLANDSCH-INDISCHE HANDELSBANK.

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ESTABLISHED 1863. Authorised Capital Fl. 15.000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500) Reserve Fund F1. 2,754,338,09 (£229,528)

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-12 months 4% per annum.

31%

do.

C. WOLDRINGH, Manager, No. 16, Des. Voux Road Central. Hongkong, 4th August, 1909. THE BANK OF TAIWAN, LIMITED.

6 do.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital Subscribed (paid up) ... Yen 6,250,000

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3. DES VOIUX ROAD. be obtained at the Office, 10A, Des Voux Road Interest allowed on Current Accounts Central, Hongkong 131, Fleet Street, London, Deposits received on terms which may be had on application. K. TSUDZURABARA, Manager. Hongkong, 14th February, 1911. [1233

HONGKONG OFFICE:

BANKS

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Chief: Manager. Hongkong, 2nd March, 1911 THE CHARTERED BANK OF INDIA A AUSTRALIA AND CHINA.

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for 3

WM. DICKSON,

Manager.

Frankfurt . M.

Hongkong, 27th April, 1910. TEUTSCH-ASIATISCHE BANK, CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

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Banking and exchange business transacted. R. TIMMERSCHEIDT, Manager. Hongkong, 16th January, 1911.

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Hongkong, 21st March, 1911. THE TOKOHAMA SPECIE

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Yours very truly, MRS. E. DE LAFONTAINE,

The remarkable power of Dr. Morse's Indian Root Pills to overcome female nilments and restore health to sick and delicate women is well and widely known. They are a perfect blood China, which are registered in the Colony, The Cousul-General—unlike his predecessors and widely known. They are a perfect blood Biliousness, Indigestion, Constipation, Head ache, Blotches, Liver and Kidney troubles and all irregularities.

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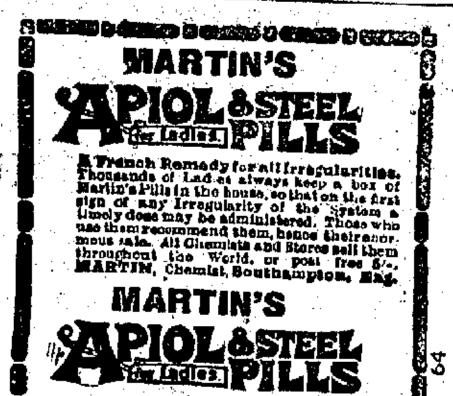
Wholesale and Retail Agents, Hongkong. 363]

## As a Rule

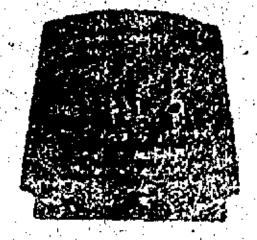
you find that the longer people have used it, the less inclined they are to go without it.

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## MAIL TABLES

FOR 1911. Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card .... 30 Cents On Paper On Sale at the Houdkong Daily Presi

Hongkong, 6th February, 1911.

HONGKONG GENEBAL CHAMBER OF COMMERCE.

HISTORY FROM ITS INCEPTION 29TH MAY, 1861, TO DATE.

BY THE HON. MR. E. A. HEWETT, CHAIRMAN.

(Continued from yesterday.)

but while leaving the owners the cost and published. Since I began to use them I have had excellent responsibility of keeping them in order, wished to have kept myself regular and strong to have entire control of the using of the buoys. to former attempts made by previous Vicerfast to any mooring unless having first received 1937. the permission of the Harbour Master. The Committee strennously opposed this innovation, having appealed to the Chamber, the question pointing out the delay and inconvenience, not appears, for the moment at all events, to have ence with the trade was abandoned. been shelved.

tion was also before the Committee, and the were at once made to the Consul-General at representations made to the Government finally | Canton, and the Viceroy therefore delayed carry. suitable for this purpose in Lai Chi Kok.

was again before the Government, who then powers on the part of the Government wore

well to the fore. No progress could be reported only do so under definite instructions from his as to any steps being taken in China, to reform surerior officers. the Imperial currency, and this Chamber for a third time joined with Shanghai and lientsin in sending a joint memorial on the subject to the Diplomatic Body at Peking.

H.E. the Governor appointed a small comtion for this vexed question was demonstrated levied to replace the loss of revenue caused by mittee in their report. Space does not permit estimated as likely to be raised has been of further reference to the matter here; the variously stated as from three and a half to papers, however, dealing with it were published | nearly six million dollars per annum. with the Chamber's report for 1907.

Other questions demanding the attention of Hongkoog, put forward by the merchants, the the carriage of Asiatic passengers and contract | still continues. labourers, and the excessive cost of the British

the shipping, and, in spite of the opposition engaged in the trade of South China. which such a proposal naturally gave rise to, increased the light dues for a term of years, affairs is awaited with great interest. during which it was calculated the necessary fands would be raised.

repeatedly, from the first year of its existence, encouraging shipping, no dues of any sort should be levied on vessels visiting the port, and that under no circumstances should ship. ping be taxed for purposes of general revenue. Special reference to this new impost was made at the annual meeting held on April, 1909.

The advisability of registration of trade marks and the reform of China's currency both came in for considerable discussion during 1908 Kwang again attempted to establish a monopoly; received the consideration of the Chamber. In induced to refrain from illegal interference existence.

Home Government, in consequence of a resolu- mittees have worked hard, and in most instances tion passed in the House of Commons, all opinm successfully, in the interests of the Colony and divans were closed, some at once, the balance on lits trade. While fearlessly advocating views the terminat on of their existing licences. This which they believed were in the true interests of step was strongly protested against by the the Colony as a whole, even when they found the Hongkong Community, most of whom realized high British Officials, in the Far East or at that while it would entail a serious loss of revenue to Hongkong, it was more than doubtful if it would result in curtailing is the least the amount of opium consumed in the Colony.

with the trade.

The matter was fully discussed in the next Annual Meeting, and in the report of the Chamber for 1908 two very valuable memoranda on the opium question will be found, one written by H.E. Sie F. Lugard and the other by Mr. Cecil Clementi.

Hongkong is still uncertain as to whether the half pledge made by Home Government to make good the loss sustained by the Colony in carrying out their instructions as to the closing of the divans will be made good.

During this year, owing to the withdrawal to terminate the arrangement which had been in lorce for upwards of 30 years for the publication of political telegrams received through Reuter's the question of receiving a regular supply of reliable telegrams was constantly before the Committee, and for several years figured largely in the correspondence, more par-ticularly with the Shanghai Chamber. In view of the importance attached at the time to the matter, an importance which we, now living under such different conditions, can hardly realize, the change demands more than a passing reference,

The proposed new Japanese tariff early in this year came before the Committee, and it was considered advisable to at once circulate the papers on the subject, which had been submitted to the Committee, to the Members of the Chamber, who were then asked to make such comments as BRITISH NAVAL STRENGTH IN THE might appear desirable. The question has, it is understood, been strongly taken up at home, and is even now still under discussion by the

Governments concerned. During this year the Chamber had again to bring to the notice of the Government the interference of the Chinese Officials with the by the end of the year this serious question still

remained unsettled.

mittee has been very actively engaged in cor-responding with the Hongkong Government, that of its slowest unit. Fast armoured ships, the Minister at Peking, the Secretary of State like the Min taurs (the name ship of which for Foreign Affairs, the London Chamber of Commerce, and others, with regard to the renewed attempts on the part of the Canton Viceroy in conformity with the requirements in the Far to levy an additional tax on raw foreign opium. East than battleships. The Globe.

The question is still under discussion THE NEW RIFLE AMMUNITION. between the British and Chinese Governments, and as it has not been considered advisable under the circumstunces to publish the enermons mass of correspondence bearing on the subjeo; until a final agreement has been arrived at. by the two Governments, it is inadvisable to give details here.

In brief, however, the proposal as put forward by the Viceroy created on en'ire-monopoly of the foreign opium trade and the levying of a The question of ownership of private moorings special tax on all opium import d into Kwangwas next raised by the Hongkong Government, tuny. The facts of the case are fairly well unacting on a few complaints made by a small derstood, as reference has frequently been made section of the shipping. The Government did to the matter in the local Press and several pro-Gentlemen,—I have for some time been an not propose to buy up the private moorings, clamations issued by the Vicercy have also been

and that no vessel should be allowed to make roys notably in 1933 and 1938 and in Nankin in

On each of these occasions the merchants, was taken up, and in each case, thanks to the to say possibly increased risk, were the Harbour | prompt action of the respective British Consuls Master's suggestion noted upon. The matter was on the spot, and the support given by the British again brought up in the following year, but Minister at Peking, the contemplated interfer-

A In this case, however, when it was first proposed The need for a permanent quarantine sta- to levy the new tax on foreign opium, protests resulted in the purshase of a site with buildings ing out his scheme for a month, waiting to see what attitude the British Authorities would

-did not see any breach in the Treaties in the consulted the Chamber on certain points with levying of the tax, while he declined to recogregard to their proposed legislation. The Com- nize in the proposed regulations the formation mittee gave it as their opinion that further of an illegal monopoly. He stated that "provided the tax was not differential" he did not see his way to make any representations on the During 1907 the currency question was again subject to the local Chinese Officials, and would

Emboldened by the attitude of the British Officials the Chinese extended their operations to Swatow and all other parts of the Kwangtung Province.

While at first it was stated these steps were. mittee to report on the question as relating to taken to discourage the smoking of opium, the Hongkong, and the difficulty of finding a solu- officials now frankly admit that the new tax is by the divergent views expressed by the Com- the suppression of rambling, and the sum

In spite of the strongest possible protest from the Committee were those of Shipping Confer- Chamber of Commerce and the Hongkong ences and their effect on the trade of the Government, who are now being supported by Colony, the need for amending the Imperial the British Minister at Peking, this illegal Merchant Shipping Act so far as it relates to interference with trade and impost on opium

The loss to the British Merchants concerned section of the Kowloon-Ca ton Railway and of is already enormous, while a hure sum of money the contemplated harbour of refuge for small has been locked up in large and accumulating stocks, money which would otherwise have With regard to the latter work the Govern- already passed into circulation greatly to the ment decided to charge half the cost of this to benefit of all-native and foreigner, alike-

The final outcome of this lamentable state of

Other questions which have occupied the attention of the Committee during 1910 are the This retrograde step was entirely opposed to Trade Marks Ordinance and the proposal put the principles of the Chamber, which had forward by the Chamber that a trade convention should be signed between Hongkong and France, urged upon the Government that with a view to | in order to obtain the benefit of the minimum tariff for goods imported into French territory from this Colony

Throughout these fifty years many other ques tions have been dealt with by the Chamber of Commerce, but spaces does not admit of reference to all. I may, however, mention that among others quarantine regulations offecting our trade, sanitary reforms, water supply, and other matters more nearly relating to the actual During this year the Viceroy of the Two Government of the Colony, have repeatedly in the trade of raw opium and also issued cer- the foregoing sketch I have endeavoure to give tain rules to regulate the trade. After con- a brief outline of the work which has been carsiderable correspondence with the British ried out by the Hongkong General Chamber of Legation at Peking the Viceroy was once again | Commerce during its first bulf century

. It will, I think, be readily admitted that the Acting under definite instructions from the record is a good one, and that successive Com-Home, were disinclined to agree with them, they have, by strictly confining themselves to such questions as rightly fell within their province and by their moderation of expression, almost invariably gained the ropect and goodwill of the officials, even when failing to secure the full

support they desired. It is only right to place on record the courtesy and consideration which has, at all events of recent years, invariably been accorded to the Chamber of Commerce by the officials of this Co'ony, and I doubt if anyone now resident in Hongkong can recall a single instance in his own experience where the reverse has been the case.

This is a very marked advance on the bitter controversies which at times took place between of the Government grant the Chamber had the leading members of the Mercantile Com-

The existing state of affairs will, we believe. Agency. In the early days of the Chamber cont mue, much to the benefit of the Colony in which we official or moss ial—the residents of Hong ong, are all so deeply interested, and whose prosperity and progress we have so much

The history of the Chamber of Commerce has been the history of Hongkong for the past 50 years, and this intimate relationship between our Chamber and the Government of Hongkong must continue, if our wish for the advancement of our Colony is to be realized.

EDBERT A HEWETT Hongkong, 2nd February, 1911.

FAR EAST.

The report that the battleships Lord Nelson and Agememnon will relieve the Swiftsure and Triumph in the Mediterranean Fleet, and that the two latter will be sent to strengthen the opium trade, but in spite of the protests made. China Squadron, continues to gain credence in usually well-informed quarters. The wisdom of angmenting the strength of the battle fleet In the summer of 1910 the British Section of "up the straits" admits of no question, in view the Kowloon to Canton Railway was opened to of the progressive attitude which is being passenger traffic, and later in the year the first displayed by Austria in increasing her naval section of the Chinese line from Canton towards | armaments; on the other hand, the inclusion of the British frontier. It is anticipated that the two solitary battleships in the China Squadron line will be completed by the autumn of this does not find acceptance, having regard to the future situation in the Far East. The Swiftsure Quite one of the most important questions and Triumph have proved themselves to be exdealt with by the Chamber, and a burning cellent ships ever since they were brought into one, has been that of the opium trade with the service, but to place these original 19-knot ships in association with cruisers of 23, 24, and During the greater part of the year the Com- 26 knots is to place an embargo on the latter, Bouth coast of China between | Same as No. I.

AN IMPROVED DESIGN.

The Bisley correspondent of The Times The large section of the public interested in rifle shooting will be glad to hear that at last a solution has been arrived at with regard to the problem of a new cartridge.

It may be as well first to recapitulate the position in which this matter has stood for some considerable time, and it will be remembered that in the year 1905 attention was drawn to a German design of pointed bullet, which, combined with reduction of weight and increased muzzle velocity, gave very flat trajectories. The "Spitzo" bullet weighed 150 grains, and consisted of a lend core with a nickel steel envelope, the principal objection to it being the exceedingly short length of parallel which resulted from the reduction of weight, and, although it cannot be said that a bullet with a sharp point was per se either novel or original, still there is no doubt that it was by the Germana that the possibilities of such a design were made monifest. English manufacturers immediately set to work, and in the same year an experimental bullet was designed by Mr. Melville Smith, in which the lead core was compounded. with another material of less density, the

object being to obtain reduced weight while maintaining such an effective length of parallel as to onsure satisfactory ballistics. The first trials were made with lead and ebenite, lead and compressed paper, and lead and oluminium, and bullets on this principle were publicly used at the Bisley Meeting of 1906, when it was demonstrated that cores consisting of two or more parts of different densities gave satisfactory shooting at the longest ranges. The bullet which has been adopted in the new Mark VII. cariridge has a compound core of lead and aluminium, the latter being placed in the nose. This is satisfactory from a manufacturing point of view, but in the case of a projectile designed for war must be regarded as a mistako, since it is undesirable that British bullets should be less punitive than those of other nations, and the hard aluminium obre at the point prevents the "set up" which might otherwise occur if it were placed a little further back and a small section of soft metal substituted at the nose

So much for the history of the evolution of this particular projectile. In regard to its adoption, it is familiar to those who have taken any interest in the subject that we are considerably handicapped by our rifle. It has the weakest bolt action of any in the world, and consequently to employ with it cartridges of standard ballistics, such as other nations could adopt, would be quite unsuitable, not to say nusale. Twenty tons is the utmost pressure that can safely be used in the Lee-Enfield, or something like 20 per cent. less than in the Mauser, Mannlicher, and other well-known designs. This weak action has been, as predicted by The Times from the outset, a source of. trouble ever since its inception, but never has it been more apparent than during the recent experiments carried out to design a new am-

It is now a year since Mr. Haldane prematurely announced that a fresh cartridge had been adopted. This particular one had a 160-grain bullet with an aluminium and lead compound core, but the omission of the cannelure and the addition of an ample radius at the base afforded the propellant games every opportunity of getflog past the bullet in a word or large barrel. The cordite adopted was of the flat strip type, and for some reason (probably that of difficulty of loading): the result was not very satisfactory, and this ammunition was never issued. Some compromise became inevitable, and this is represented by the new Mark VII. cartridge, which has a bullet of 170 grains and a charge of about 39 grains of cordite. The latter is of a well-known tubular form, which has for some time been in use in America and also on the Continent, but instead of the tubes' being out up so as to give the appearance of a grain pow. der they are arranged in continuous lengths throughout the cartridge case. In all other respects the cartridge resembles the Mark VI., the difference being the substitution of

the tubular cordite and the pointed bullet. The first to place it on the market has been the King's Norton Metal Company, whose long experience with pointed ammunition at Bisley is well known; and as the result of tests carried out in the presence of the writer from cartridges obtained from that source the mean observed velocity of five rounds (observed at 90ft.) was found to be 2,392ft, per second, the mean difference being 2ft. per second. The mean pressure of five rounds heated to 120 degrees Fahr. was 1835 tons. Accuracy diagrams taken from 20 rounds fired at 600, 800, and 1,000 yards, proved quite satisfactory. Military interest will, how: ever, be chiefly centred in the trajectory, which over a distance of 800 yards has a maximum height of 8ft. 4in., as against the 13ft. 4in. of the Mark VI. That of the German "Spitze" is

6ft. 10in. The War Office would, therefore, appear to have arrived at a compromise which may be regarded as a distinct advance upon the present service design of ammunition. The original munity and the higher local officials in the 800 yards the minimum trajectory required for anticipations, however, of a cartridge giving at military purposes have not yet been fulfilled, and it may be argued that it would have been better if a 150-grain bullet had been adopted. Though on a windy day the latter would not have been equally popular with the Bisley shooting ! man, the trajectory would, on the other have lowered to about 2in., or about 8in. less than that of the "Spitze," and a considerable advantage would have been gained without any appreciable

loss of striking energy at effective ranges. It is therefore to be hoped that the present measures taken to improve the service ammunition may be looked upon as temporary, and that a new rifle will shortly be designed which will be capable of withstanding the necessary pressures of a modern high-velocity cartridge. It is, of course, well known that the question of an automatic rifle is under consideration, but in the opinion of the majority of military and rifle experts the chances of its adoption are too remote to justify further delay in the provision of a satisfactory single-loading magazine rifle.

WEATHER REPORT

On the 22nd at 11.55 a.m. -The barometer has fallen slightly over the E. coast of China and the Locchoos, and risen moderately over the South coast of China and Tongking. A depression is passing from the coast of China to the Eastern Sea.

The high pressure area is still lying over the Sea of Japan, The monsoon will probably set in again over the N. part of the China Sea by to-morrow.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.01 inches. The forecast for the 24 hours ending at noon

to day is as follows :---( N. to S.E. winds, Hongkong & Neighbourhood | moderate or (fresh : showery Formosa Channel
South coast of China between Same as No. 1.
Hongkong and Lamooks. Same as No. 1. Insomnta, and nervous dissass in adults

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Taku	Keykiang	Samshui .
Antung	Hankow	Kongmoon
Manchurian	Yochow	Napping
Trade Centres	·	Wuchowfu
Newohwang	Ichang	Kwangchauwau
Tairen	Chungking	Pakhoi
Port Arthur	Hangchow	Hoihow
	Ningpo	Lungchow
Chefoo	Wenchow	Mengtzo
Weihaiwei	Santu	Hokow
Kiaochau	Foochow	Szemno
* DIRECT	Amoy	<b>*********</b>
Mukden Shanghai	Swatow	
> nan cruiu	DAMONIA	

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Kunsan	Pingyang	Songenin
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Timoi	Antam	Tourane

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PLAN OF FOREIGN SELTLEMENTS, TIENTEIN

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France: Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887 and 1895; Frontier Trade Regulations. United States:-Tientsin, 1858; Additional, 1868; Peking, 1880; Immigration, 1894;

Commercial, 1903. Germany:-Tientsin, 1861; Peking, 1880; Kinochau Convention, 1898; Railway and Mining Concession, 1898. Japan:-Shimonoseki, 1895; Liautung Convention, 1895; Commercial, 1896; New Port

1896; Supplementary Commercial, 1903. Russian:—St. Petersburg, 1881; Russian Land Trade, 1881. Portugal, 1888; Commercial Treaty, 1904.
Final Protocol made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Coren; United States, Extradition Treaty, 1886; Great Britain (Alliance), 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1882; Great Britain, 1895. TREATIES WITH SIAM

Great Fritain, 1856, 1899 and 1909, France, 1898 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention,

CUSTOMS TABLEFS TRADE REGULATIONS China, Japan, Siam, Corea.

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Alacrity, despatch-boat, 700 tons, 4 guns, 2,000, ih.p., Comdr. A. Lowndes, Hongkong. Astrees, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, 7,000 i.h.p., Captain E. B. Kiddle, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, en route to H'kong. Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. G. C. Heathcote, Hongkong.

cote, Hongkong. Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Handy, torpedo-boat destroyer 295 tons, 6 guns 4,000 h.p., Lieut.-Comdr. B. J. D. Guy V.C., Hongkong.

Aart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lieut.-Comdr. H. S. Mouroe, Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900, h.p., Lt.-Comdr. G. C. Heathcote, armoured cruiser, 9,800 tons, 14 guns,

J.h.p. 22,000, Capt. S. St. J. Farquhar, Kinsha, river gunbeat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtsze. Merlin, surveying ship, 1,070, tons, 6 gans, 1,400 i.h.p. Lt. Commr. F. A. Reyne, Hongkong. Vinotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B.

C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong. Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O. Moorhen, river gunboat, 180 tous, 2 guns Lieut.-Co r G. P. Leith,

Newcastle, 2nd class craiser, 4, 00 tons, turbine, Captain George P. E. Hunt, D.S.O., Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Claude Hillersden-Woodward R.N., Yangtsze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns 6,300 i.h.p., Comdr. Lambe, Hongkong. Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Cosmo A. O. Douglas, West Sandpiper, river gunboat, 85 tons, 2 guns, 240

h.p., Lieut.-Comdr. E. J. J. Southby,

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lieut.-Comdr. John Michael Barker, Yang-Taku, torpedo boat destroyer, 305 tons, i.h.p.

6,000, Gunner E. J. Trillo, R.N., Hong-Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800. Lieut. Comdr. R. J. Buchanan, Yangtsze. This tle. gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai. Virago, torpedo-bout destroyer, 395 tons, 6 guns 6.300 i.h.p., Lieut.-Comdr. Harold D. Adair-

Hall, Hongkong. Waterwitch, surveying ship, 620 tons, 450 i.h.r. Lieut. Comdr. R. L. Hancock, Hongkong Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. B. " Hartford, Hongkong. "

Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt.-Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tens, 2 guns, 550 h.; Lieut. Comdr. B. R. Brocke, Yangteze. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtaze.

Kaiserin Elisabeth, Austrian protected cruiser 4,000, Fregattenkapitan Oskar Hansa, Northern Waters Panther, third class cruiser, 1,530 tons, Fregattankapitan, Thecdor Skerl Edi. von Schmidtheim

Acheron, armoured gunboat, 1,830 tons, 9 gurs, Vaterland, gunboat, - tons, 3 guns, 500 h.p. 1,700 h.p., Liout. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 gurs 5,100 h.p., Commander Fournier, H'kong Alouette, gunboat, 506 tons, 7 guns, 400 h.p. Commander Badin, Saigon

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Ligut, Audouard. Baionnette, gunboat. Cimeterre, gunboat, 140 tons, Reserve, Saigon Caronalde, gunboat, 184 tons, Reserve, Saigon

Décidée, gunboat, 630 tons, 10 guns, 900 h.p. Lieut. de Linerès, Shanghai Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p. Perair, armoured orniser, 7,57 8 tons, 26 guns, 17.000 h.p.

D'Therville gunboat Estoc, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut Cembet, Saigon Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p.

Henri Rivière, river gunboat, 150 tons, 6 guns 152 b.p., Haiphong Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs, Cleveland, cruiser 3,200 tons, Commander

Montcalm, armoured cruiser, (flagship) 9,367 tons, "6 guns, 19,000 h.p., Rear Admiral de la Croix de Castries (Commander-in-Manche, surveying-ship, 1,625 tons, 10 guns,

b.p., Commander de la Roche Kerandraon Olry, river gunboat, 170 tons, 6 guns, 500 h.p. Lieut. de Maindreville, Upper Yangtze Peiho, river gunboat, 130 tons, 4 guns, 280 h.p.

Lient. Puech, Tongku Perle, sub-marine, 70 tons, 60 h.p., Lieut Monnier. Saigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p. Commander Mortenol, Hongay, Protée, sub-marine, 70 tons, 60 h.p., Lieut

Morris, Saigon Redontable, buttleship (reserve), 9,830 tons 37 guns, 6,200 b.p., Capt. Drouet, Baigon Styx, armoured gunboat, 1,800 tons, 8 guns 1,600 b.p., Lieut. Seriot, Saigon. Takou, destroyer, 280 tons, 6 guns 6,500 h.p.,

In Reserve, Saigon Vauban, torpedo-depot, Commander Mortenol Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.

GERMAN. Arcons, cruiser, 2,719 tons, Captain von Hipper Iltis, gunboat, 1,000 tons, 10 guns, Captain Laus Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p.

Captain Grat von Possdowsky-Webner

Lieut, Dumonlin, Sikiang

Leipzig, oruiser, Captain Engel

경기를 받고 무를		RUBI	BER C	OMPANII	ES.	SINGAPORE	, March 9.
or value each hare £1. Calls paid up are:—	Malayan Companies	Singapore Fraser & Co.'s Prices, Feb. 8	Dividends	Par value each share £1. Calla paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, Feb. 8	Dividends
15/ paid fy. ,, 2/ fy. ,, 17/6 ,,	Alor-Pongsu Anglo-Johore Bakap	<b>1.3</b> .0	50% 10	fy. paid  ### paid  ####  fy. "  fy. "	Malacca Ordinary  Merlimau  Merton Syndicate  Mount Austin	8.6.0 5/10	*****
fy. ,, fy. ,, 15/ ,, }	Bantong Batu Caves Batu Kawan	14.10.0	105% '10	2/, fy. ,, 14/ ,, 2/ fy. ,,	Narborough Eat North Hummock Padang Jawa	2/0	15% '10
15/ ,, f fy. ,, 2/, 1/ ,,	Batu Tiga Beranang Selangor	4.10.0	10% 10	fy .	Pandan Johore Pataling Pelepah (Johore)	2.19.0	200% '10
15/ " fy. " fy. "	Bernam Perak Do. Ordinary Bider		3% '09	10/ ,, 12/6 ,,	Perak Peneiro Est Prye	•	12½% 10 10% '09
12/6 ,, J 2/ fy. ,, 2/ fy. ,,	Blands Selangor Bukit Cloh	•	*****	17/6 ,, 12/6 ,, fy. ,,	Ratanuf Rembia Rim R. Est. of Krian	1.7.6	1+41+4 1+41+4 4+41+4
15/ ", } 2/ fy. ", Options	Bukit Kajang Bukit Mertajam	2.10.0 3/6	61%- '10	2/ fy. ,, 15/ ,, fy. ,,	R. of Johore Sagga	10.19.0	50% '10 15% '10
fy. paid 2/9/ ,, fy. ,,	Bukit Rajah Bukit Selangors Castlefield	14.5,0 6.5.0	50% '10	£1 fy.	Selangor Seletar Rubber Sempah	2.18.0	225% 10
8/ " } fy. " } 2/ fy.	Chankat Salak R. and Tin Chersonese	3/10	******	16/ ,, fy. ,,		1.10.0pm 4.10.0	15% '10
2/, 1/6 ,, 2/ fy. ,,	Cheviot Chota Rubber Cicely Ordinary Preferred	2.5.6 2.5.6	100% '10102½% '102½%		Siginting (N. S) Singapore Para	3.17.6 6/- . 8/3	10% '10 12½% '10 17½% '09
2/ fy. " 2/ fy. " fy. ,	Consol Malay	1.3.6 7.5.0	50% '16 50% '1		Strathmore R Sungei Bahru Sungei Choh	4.10.0	17½% '09
2/ fy. ,, fy. ,, 2/, 1/3 ,,	Enbh. Selangor Fed. Selangor	11/-	30% '1 60% '1	0 15/ ,, 12/6 ,,	Sungei Kapar Sungéi Kruit Sungei Liang	14/-	25% '10
15/ ,, fy. ,, fy. ,,	Garing (Malacca) Golconda Golden Hope	5.5.0 5.0.0	25% '1 20% '1	0 17 ,	Sungei Salak Sungei Way Tangkah	4.15.0 5.15.0	12½% '10
£1 fy. " fy. " fy. " 15/ "	Gula-Kalumpong H. and Lowlands Inch Kenneth Johore Para	5.3.0 12.15.0	30% 'I 50% 'I	0 7/6 ,, 0 fy ,,	Tremelbye Utd. Sua Betong	F.4+	10% 10
10/ ,, 12/6 ,, fy. ,,	Johore R. Lands Jong-Landor Jugra (Ordinay)		25% '1	2/ fy. ,, 2/ fy. ,.	Val d'Or Est Vallambrosa	1.16.0	75% 10
17/6 ,, 2 fy. ,, 2/1/ ,,	Juru Estates K'pong Kuantan Kamuning "A"	5/- pi	15% 1	0	Trust and Finance Companies.		
2/ fy. ,, fy ,, fy. ,,	Do. "B"  Kapar Para  Kellas  Kepong	6/6 9.0.0	20% '1 7½% '1	5/. paid 10/ ., Options 0 5/ paid	Anglo-Straits R. T  Eastern Internat. Trust  Mid-East Invest	PA1 :	20% '10
7/6 ,, 2/ fy	Kislinghall Kinta Kellas		*****	10/ ,, Options 10 > 10/ paid	Rabbas Plants Invas Tes	st	7½% '10
2/ 1/ ,, 2/ 1/ ,, 10/ ,,	Klian-Kellas Kota Tinggi Khota Tampan	2/-	100110	15/ ,,	Strait, M. & Trust India, Ceylon, Borneo,	•••	74.448
1y. ,, 15/ ,, fy. ,,	Krubong	7.17.6	20% '1 75% '1	fy. paid	Java and Sumatra.  Anglo-Java  Asahan (Sumatra	141	484 464
2/ fy ", 2/ fy ", 2/ fy	Kuala Pahi Kuala Selangor Labu	14/10	30%	10 fy. ,, 10 fy. ,, 17/6 ,,	Bangawan R. Beaufort	9 9 8 9 8 8 8 8 8 8 8 8	**************************************
fy. ", 15/ ", fy. ",	Lanadron	4.15.0 3.5.6	121% '1	0 5/ " 15/ " 0 fy "	Indian Peninsula Java Amalgam Kimanis	• • • • • • • • • • • • • • • • • • •	******
15/ " 2/ fy. "	Lendu	2.7.0	150%	17/6°,, fy. ,,	Pontional	***	****** ******
2/ fy 13/ 2/ fy fy	London Asiatic Lumut Est. Madingley Est. Malacca 7½% Cum. Partic	14/3 13/9 p	10% '1	2/ fy. ,, 10/ ,, fy. ,,	Sumatra Para	11 10½.	5% '09
	noting Prof	8.5.0	10 3	09] 2/ fy. "	Utd. Sumatra	8/9	20% 10

Luchs, gunboat 850 tons, 10 guns, 1,344 h.p. Captain Bölken Scharnhorst, armoured cruiser (flagship)e 11,420 tons, 52 gune, 26,000 h.r., Kapitan Zur See Maass

Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram Corpedo boat "Sgo," Kapitan Leut, Heyden Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss

Tsingtau, gunbest, 170 tons, 5 guns, 1,300 h.p. Captain Ross Captain Toussaint Calabria, protected orniser, 2,428, tons, 26 gans

4,000 h.p., Capitano Maris Casanuova di Puglia, propected cruiser, 2,498, tons, 26 guns, 7,000 h.p., Capitano Gusani Viyoonti Mar-chese Lorenzo PORTUGUESE

Patris, gunboat, 700 tons, Captain J. Affrexo Reigha D. Amelia, cruiser, 1,600, tons, Captain C. Lima Vasco da Gama, orniser, 3,032, tons, Capta Augusto Jose da Almeida UNITED STATES.

Albany, cruiser, 3,000 tons, C. S. Williams. Arayat, gunboat, Lieut.-Comdr. Matt H Bainbridge, destroyer, 7 guns and 2 torpedo tubes Ensign Lloyd W. Townsend Barry, destroyer, 420 tons, Ens. Edmund S.

Callac, gunboat, 243 tons, Ecs. J. R. Murrisson

Hugh Rodman, Shanghai Charleston, battle-hip (flagship), 9,700, tons 58 gans, 21,000 h.p., Comdr. John H. Gibbins Shangkai Chattanooga, cruiser, 3,200 tens, Commander John D. MacDoneld, Shanghai 900 h.p., Commander Ragot de la Touche, Chauncey, destroyer, 420 tons, Ens. I. N

Monquet, destroyer, 300 tone, 7 guns, 6,300 Dale, destroyer, 420 tons, Lieut. Herbert H. Denyer, orniser, 3,200 tons, Comdr. Edward E. Cagehart, Shanghai Galveston, ernisar, 3,200 tons, Commander John A. Hoogewerff, Manila Helena gunbost, 1,392 tons, Comdr. Reuben

O. Bitler, Shanghai Mindoro, gunboat, Lieut, George M. Baum Mohican (station ship), Commander G. R. Balisbury Monterey, monitor, 4,000 tons, Lt. D. W. Todd Olongapo Nanshan, transport, 1,577 tons, W.D. Pardeaux

New Orleans, oruiser, 3,430 tone, Comdr. Roger New York, orniser (figgebip), Comdr. J. P Paraguay, gumboat, Ensign Roy L. Lowman Pennsylvania, armoured cruiser, 13,680 tons Pompey, collier, 1,600 tons, James D. Linett. Porpoise, 125 tons, 160 hp, Ens. Kenne

Bainbow, ormiser, 6,026 tons Comdr. A. C. Samar, gunboat, Ensign W. C. I. Stiles Shark, 125 tons, 160 h p. Ensign Theodore G Villalobos, gunboat, 370 tons, Lt. A. Andrews Wilmington, gunboat, 1800. Comdr. G. R.

Sailsbury Hongkong

HONGKONG TIDE TABLE.

From March 23rd to 29th, 1911.

E	High	LOW WATER.			
Days of Week.	Days of Month	H'kong Moan Time.	Height.	H'kong Mean Time	Height.
Thurs.	23	h. m. noinferier 2 25 a	high-	nor low-	water.
Fri.	24	noinferior 3 50 a	high-	nor low-	water.
Sat.	25		high-	nor low m 0 23	water. 2 0
Sun.	26	ш 8 44 6 13 в	4 4	m 1 2 6 10 a	1 6
Mon.	27	m 8 33 7 4 a	4 6	m 1 39 1 0 a	1 3
Tues.	23	m 8 38 7 52 a	4 9	m 2 13 1 44 s	1 1
Wed.	29	m 8 52 8 38 a	5 2	m 2 44 2 25 a	1 0

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 22ud.

	Previous Day at 4 p.m.	On Date at 10 a.m.	at
Barometer	29.91 65	30.06 66	30.00 . 64
Humidity	92 E-st	97 Calm	94 W
Weather	od od	0 odf 0. 1	od od
Raiu		<b>U.</b> 1	

Highest open air Temperature on 21st .. 67 Lowest open air Temperature on 21st ... 60

ON SALE.

## THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日歷英中年十五

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Discussing legal questions arising out of aviation the Journal of the Royal Artillery for December last makes some intere ting remarks on the differences between sorial and marine havigation. It says :-

The sea is a plane surface, ships are all on one level, and the navigation of the waters is, comparatively speaking, a simple matter. Competent seamanship and proper care will generally prevent one vessel from doing any damage to another. Any such damage usually arises either from deliberate purpose, or from negl at of the common rules of the road, rather than from unavoidable accident. Damage to land, also, from ships at sea is the enteeme of deliberate RUD intention on the part of a vessel's commander. On the other hand, the navigation of the air will always be a more difficult business than the management of ships on the ocean, and the I ws governing aerial transit will be proportionately more complicated. An airship can travel at any level where life is possible, and, except when actually crossing the high seas or travelling in the Polar regions, will be moving over the territories of one or other of the reover the territories of one or other of the nations of the world. In addition to the usual dangers to the sirships themselves from collision —in this case both vertical and horizontal—there is the other and graver dans or of falling and causing injury to persons and property on the earth below. This latter, though far the most serious, is a danger against which it is not possible to guard, but it is a risk which will have to be run. All that can be done is to ensure that proper precautions are taken by airmen for the general safety. If such precautionary measures prove insufficient, the only remedy is compen-

A battle on the open sea does no injury to a third party unless indeed a neutral vessel sails into the zone of operations, a very unlikely contingency. Int an aerial battle taking place in the supra-territorial or higher air stands on a differentfooting, and the damage done to a neutral by falling projectiles and disabled airships might be considerable. This suggests the rule that bolligerent airships crossing the supra-territorial air of a neutral country can under no circumstances while doing so engage in any hostile operation. This clearly marks the difference between supra-territorial air and the extra-territorial waters of the open sca. To sum up the position in a single sentence, the

whole column of air above the territory of a nontral State is analogous from the juristic-point of view-to-its-territorial waters. Actual hostilities, therefore, must be confined to the air above the open sea and to that overlanging the territories and territorial waters of the enemy States.

The collection of information by means of airships will be a matter of vital importance in the conflicts of the future. No better method of obtaining a bird's eye view of the theatre of operations can be devised than this, and the perfeet dirigible should have nodifficulty in cour; ing out its mission; which hitherto has been somewhat imperfectly schioved by captive and non-dirigible balloons. It is not too much to say that an nirship could do as much in a day in this direction as an ordinary cavalry force could accomplish in a week. In addition to the ordinary information which could be brought in to headquarters, a smart aeronaut armed with "le dernier cri " in photographic apparatus is a factor not to be despised by the officer commanding a force in the

The laying of mines in the open sea should be forbidden, and this course was very stoutly advocated by the Colombian delegate at the Conference, M. Triana, who in an eloquent and telling speech, pointed out the results of the indiscriminate use of this method of warfare. He was strongly supported by the British delegate, Sir Ernest Satow, but their views encountered the opposition of the German representative. But appealing as it did to feelings of humanity and to common sense, it is more likely to be accepted by the nations of the civilized world.

Similar possibilities arise in the prosecution of hostilities in the air. The use of "Ballons sonde" (papier maché balloons of small dimensions) and "Ballons libres non montés" (belloons having no aeronaut) is at present confined to the scientific investigation of temperatures at various levels, and to the analysis of the air at altitudes where life is probable. But in the absence of legislation there is nothing to prevent the use of these vessels as instruments of destruction, and the amount of damage they could do would be difficult to estimate. The similarity to the marine mine is complete if an infernal machine is attached to the car of the balleon which will explode on contact with any solid substance or by a time arrangement. The difference between the air mine and the similar instrument in the ocean is that the former can be seen and the latter cannot. Lut, in spite of this the sense of security would be much diminished if these air-craft were permitted to roam the heavens to an unlimited extent How pleasant for the householder with whose chimneys a "ballon sonde" might collide in the middle of the night!

In conclusion, it is hoped that the foregoing have made clear two important points. First, the impossibility of the atmosphere ever becoming the subject of proprietary rights. The sir, like the sea, was intended for the enjoyment of all, and by reason of its vastness and intangibility is incapable of being reduced into possession by any particular race or nation. The juristic idea of sovereignty consists in the control and exercise of power over a certain thing. Should a nation claim jurisdiction over a large tract of air, this would necessitate the maintenance of a force of aerial police sufficient for its proper regulation and control-a practically impossible task. Secondly, the urgent need for a full and sufficient body of rules to govern aerial navigation whether "innocent" or the reverse. An attempt has been made in this article to point out an few of the international dangers and difficulties which may arise if this novel branch of international law is not worked out and established. The airman of the future, assuming that the science and art of aviation advance at the present rate of progress, will be able to do unamited damage if his movements. are not subjected to proper supervision and restriction, for his opportunities for mischief are numberless. The nations of the world would be well advised to frame codes of municipal aerial laws also, so as to control aviation within their respective jurisdictions, and to prevent this new science being turned to account by the criminals and malefactors who are at prosent in every community. With this branch of the subject, however, we are not immediately concerned.

## LATEST STEAMER MOVEMENTS

American Ports via Honolulu, arrived at Yokohama on the 19th inst., and left for this port on the 22nd inst. afternoon, via Kobe and Moji, and is due to arrive here on or about the 3rd

## NORDDEUTSCHER IMPERIAL GERMAN MAIL LINES.

<b>POR</b>	STEAMERS TONS	TO SAIL.
ANGHAI, NAGASAII, KOBE	† "KLEIST." ; Capt. O. PAHNEE, 17,000	About 23rd Mar
ANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	Charles T. Kringgreen 6750	Sunday, 266 Mar., at 4 1
DAT and SANADARAN :	"BORNEO" 5,050 Capt. F. SEMBILL	{End of Man
BE and YOKOHAMA	"PRINZ WALDEMAR," 6,100 Capt. F. ISEKE	Abont 4th Apri

All the Steamers of the European Line are fitted with Wireless Telegraphic. New-System of Telefunkan.

For Further Particulars, apply to NORODEUTSCHER LLOYD, MELCHERS & Co.,

Capt. B. WILHELMI

GENERAL AGENTS HONGKONG AND CHINA.

Jardine, Matheson & Co.

Java-China, Japan Lija.

- Jardine, Matheson Co.

Standard Oil Co.

Swire.

the 12th prox.

here to-day p.m.

at about 4 p.m.

via Straits.

here on the 28th instant.

Canton, 15, Dezember, 1910.

Jabre 1911 durch.

SPIR, Norwegian str., 976, W. Horn, 11th

TINGSANG, British str., 1,060, Mitchie, 16th

TJIKINI, Dutch str., 2,888, H. Koops, 14th

March-Manila 7th March, Ballast-A.

March-Wakamatsu 11th March, Coal-

March-Macassar and Billiton 5th March,

Sugar and General-Java-China-Japan

17th March-Amoy 16th March, General-

Kerosene Oil-Asiatic Petroleum Co.

WALTON HALL, British str., 4,766, J. Leary,

Wongkoi, German str., 1.163, H. Ibbersen,

YATSHING, British str., 1,424, S. J. Payne,

Yunnan, British str., 1,240, G. W. Eddy, 18th

VESSELS EXPECTED:

THE AMERICAN MAIL.

Francisco on the 15th instant for Hongkong.

via Honolulu, Yokohama, Kobe, Nagasaki and

Shanghai, and is due to arrive at Hongkong on

THE AUSTRALIAN MAIL,

THE CANADIAN MAIL.

THE ENGLISH MAIL.

French Mail of the 26th ultimo, and mails from

London of the 25th ultimo, left Singapore on

the 20th instant, at 5 p.m., and is expected to

THE GERMAN MAIL.

Mails with dates from Berlin of the 22ad ult.

left Singapore on the 18th inst, at 11 p.m., and

MERCHANT STEAMERS.

on the 17th inst. noon, and may be expected

The H. A. L. str. Senegambia left Singapore

The O.S.K. str. Mexico Maru from Tacoma

The H.-A. Linie str. Ambria left Shanghai

The "Shire" Line str. Flintshire left Singa-

The N.D.L. str. Borneo left Sandakan on the

19th instant p.m., and may be expected here on

The P. & O. S. N. Co.'s str. Palma left

The N.Y.K. str. Bingo Maru (Bombay Line)

left Bombay for this port via Colombo and

Singapore on the 10th instant, and is expected

The Mogul Line str. Pathan left United

Kingdom on the 12th instant for Hongkong

BEKANNTMACHUNG.

BEKANNTMACHUNG.

TIE Bekanntmachungen aus dem genihies

vorgeschriebene Veroeffentlichungen werden im

"OSTASIATISCHEN LLOYD"

"HONGKONG DAILY PRESS"

Swatau, den 21. Dezember 1910. [1424]

BEKANNTMACHUNG.

TAIE amtlichen Veröffentlichungen des

und "THE HONGKONG DAILY PRESS"

Konsulats Pakhoi-Hoihow werden im

"OSTASIATISCHEN LLOYD"

Handelsregister, sowie andere gesetzlich

KAISERLICH DEUTSCHES

KONSULAT.

KAISERLICH DEUTSCHES

KONSULAT.

Singapore for this port on the 20th instant, at

1.30 p.m., and is due bore on the 25th instant,

left Shanghai on the 20th inst., and is due here

The I.G.M. str. Kleist, carrying the German

The M.M. str. Ville de la Ciotat, with the

The C.P.R. Co.'s str. Monteagle left Van-

The E. & A. str. Empire left Sydney on the

The P. M. S.S. Co. str. Asia sailed from San

-Jardin , Mathesen & Co.

Butterfield & Swire.

s call) on the 6th instant p.m.

arrive here on the 27th instant.

may be expected here to-day at 5 a.m.

16th March-New York, Kerosene Oil-

19th March-Bangkok and Swatow 18th

March, Rice and Wood-Butterfield &

20th March-Sourabaya 6th March, Sugar

March-Saigon 13th March, General-

## SHIPPING IN PORT.

Honokong, 23rd March, 1911.

NAPLES, GENOA, ALGIERS,

GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMIN

BREID, Norwegian str., 1,102, Fulkstad, 21st March-Bangkok 12th March, Rice and General-Chinese.

STUAMERS.

CARL DIEDERICHSEN, German str., 774, Chr. Jürgensen, 20th March-Haiphong and Hothow 18th March., General-Jobson & CHINA, American etr., 3.186, E. Rice, 21st

TUNGSHING, British str., 1.172, L. Hussey, 4th March-Wakamatsu 27th February, Coal. March - San Francisco 21st Feb., Mails and General-P. M. S. N. Co. UNDA, British str., 879, E. Laidman, 21st Mar. Concil, British str., 3,542, F. G. Scott, 9th March-Balik Papan 2nd March, Bulk oil

-Asiatic Petroleum & Co. DAGNY, Norwegiau str., 883, Solvesen, 21st Mar.—Hongay 19th Mar, Coal—Angaard, Thoresen & Co.

DRUFAR, Norwegian str., 1,102. A. M. Hnonson, 19th March-Bangkok and Swatow 18th Mar., Rice-Anguard, Thoresen & Co. EMPRESS OF CHINA, British str., 3,046, B. Archibald, R.N.R., 17th March - Vancouver, B.C., 23rd February, Malls and General-Canadian Pacific Railway Co.

FURURA MARU, Japanese str. 1,146, S. Kumawaki, 16th March-Moji 10th March, Coal - Mitsu Bishi Goshi Kwisha. GLENSTRAE, British str., 3,054. J. McGillivray;

20th March-London and Singapore 14th March, General-Shewan, Tomes & Co. GRYFEVALE, British str., 2,845, J. W. Steel, · 12th March-Rangoon 27th Feb., Rico-

Mitsui Bussan Kaisha. HALLAMSHIRE, British str., 2,842, Geo. E Ellion, 21st March-Shanghai 19th Mar. Flour and General-Bank Line, Ltd. HANGSANG, British str., 1,356; Spencer Wilde,

17th March - Wuhu and Chinkiang 13th March, General-Jardine, Matheson & Co. HELENE, German str., 771, C. Bendixen, 21st March-Hoihow 19th March, General-Jebsen & Co.

Holstein, German str., 1.10, D. Henk, 7th March-Haiphong and Hollow 5th March. | couver, B.C., for Hongkong (via usual ports of General—Jebsen & Co. Hsing Shun, Chinese str., 808, Markussen, 9th March-Manila 6th March, Ballast-

Ichang, British str., 1,228, Lewis, 9th March -Swatow 8th March, Ballast-Butterfield & Swire.

INABA MARU, Japanese str., 3,337, S. Tominage. 20th March-Seattle via Ports 14th Feb. General-Nippon Yusen Kaisha. JOHANNE, German str., 952, M. Jpland, 17th March-Snigon 13th March, Rice and

Patty-Jebsen & Co. KANAGAWA MARU, Japanese str., 3,825, C. H. Butler, 21st March-Shanghai 18th Mar., Sundries--Nippon Yusen Kaisha.

Kiano Pino, Chinese str., 1,222, H. Udden, 9th March-Chinkiang 20th Feb., General-Tung Lee & Co. Kowloon, German str., 1,234, Vestper, 6th March-Hongay 4th March, Coal-Ham.

on the 21st instant a.m., and may be expected burg-Amerika Linie. here to morrow. KWANGLEE, Chinese str., 1,408, Lincoln, 21st March-Shanghai 17th March, Generalpore for Hongkong on the 18th instant, at 7 a.m., and may be expected here on or about the C. M. S. N. Co.

LAISANG, British str., 2,225, E. J. Tadd. 21st | 25th instant. March-Singapore 15th March, General-Jardine, Matheson & Co. LINAN, British str., 1,350, C. C. Williams, 19th ! or about the 25th instant a.m. March-Shanghai 15th March, General-Butterfield & Swire.

Loongsang, British str., 1,003, Leask, 21st March-Manila 18th March, Hemp, Sugar and General-Jardine, Matheson & Co. Loosok, German str., 1,020, G. Schultzen, 15th March-Bangkok 8th March. Rice and Meal-Butterfield & Swire

LYEEMOON, German str.; 1,295, V. Pilgrim, 7th March-Saigon 3rd March, Rice-Hamourg-Amerika Linie.

MARIE, German str., 1,193, Christiansen, 20th March-Saigon 16th Mar, Rice-Chinese. METES, British str., 2.167, J. Rosie, 18th Mar. -Barry Dock 28th Jan Coal-British Government.

MOORLANDS, British str., 2.281, C. R. Hird. 14th March-Bunbury and Fremantle 16th February, Sandal wood and Jarrah wood-Jardine, Matheson & Co. PARLAT, German str., 1.018, S. Wenzel, 6th DAILY PRESS veröffentlicht werden.

March-Bangkok 26th Feb. Rice and Teakwood -Butterfield & Swire. Ривимрени, British str., 1,55, J. N. Scott 16th March-Saigon 12th March, Rice and

General-We Fat Sing. PHEANANG, German str., 1,021, V. Mangels. dorff, 18th March-Banglok 11th March, Rice and Meal-Butterfielt & Swire. Pong Tong, German atr., 1997, W. Botsfuhr, 8th March-Bangkok 5th March, Rice-

QUARTA, German str., 1.146, H. Maden, 20th March-Probolinygo 9th March, Sugar- und Java-China-Japan Lijn.

RAJABURI, German str., 1,189, H. Bremer, 16th erfolgen. March-Bangkok 10th March, Rice and Wood-Butterfield & Swim.

RIGEL, American str., 1,758, Jorge Sievert, 17th March-Manila 15th Mar. Sugar-Order. ROMANY, British str., 2,579, McDonnell, 16th \_ March-Taka 10th March, for docking-Asiatic Petroleum & Co.

SABINE RICKMERS, Dutch str., 573. D. E. Boeve, 14th March - Swalow 13th March, Jahre 1911 durch den Ballast-Asiatic Petroleum & Co. The T.K.K. str. Buyo Maru from South Sibebia, American str., 5,655, A. Zeeder, 15th March-San Francisco 15th Feb., Mails and General-P. M. S.S. Co. SINGAN. British str., 1,047, F. Jamieson, 19th

Rice and General Butterfold & Swire.

erfolgen. KAISERLICH DEUTSCHES March Haiphong and Hohow 17th Mar. KONSULAT. Pakhoi, den 20. Dezember 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK and SHANGHAT.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG and VLADIVOSTOCK.

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Honekong, 23rd February, 1911.

#### TJILIWONG, Dutch str., 3,067, Van D. Jalink, PORTLAND & ASIATIC S.S. CO.

#### OREGON RAILROAD & NAVIGATION CO. -Sambilan 7th and Singapore 15th Mar.,

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)" STEAMSHIP. To SAIL On 8th April "STRATHLYON" ... 44,00, ... J. R. Shaw ... ... On 15th April.

Through Bills of Lading issued to Pagific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to FRED J. HALTON,

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## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PASSENGER HOMEWARD SEASON

PROPOSED SAILINGS OF MAIL STEAMERS

## 16th inst. for this port (via Queensland ports, Port Darwin, Timor and Manila). MARSEILLES AND LONDON TAKING PASSENGEES ALSO FOR

Colombo, India; Australasia, Egypt, Brindisi, &co. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK. STEAMERS Leave Connecting Steamers | Due

ф. Сосомво	Hongkong	from Colombo to  Marseilles & London	MARSEILLES (Brindisi 2days earlier)	PLYMOUTE (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DEVANHA 8000	April 1	MOLDAVIA10000	April 29"	May 5
DELHI 8000	April 15	MONGOLIA10000	May 13	May 19
ASSAYE 7500	April 29	MOREA 11000	May 27	June 2
DELTA 8000	May : 13	MOOLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking. FARES TO LONDON (Including Surtar):

1st SALOON £71.10 SINGLE. £106.14 RETURN: £ 72.12 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR

CARRYING SALOON PASSENGERS AT REDUCED RATES.

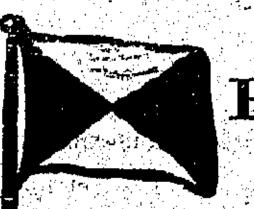
PROPOSED SAILINGS:

STEAMERS Leave Due HONGKONG LONDON Tonnage about chout AIE amtlichen Bekanntmachungen des \* PALAWAN May Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1911 im \* SICILIA ... July 17 OSTASIATISCHEN LLOYD, der CANTON WEEKLY July News und nach Bedarf auch in der Hongkong July

> There Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSFILLES - Mr & Mrs Dennelly FARES TO LONDON (Including Surtex); 1ST SALOON £55.0 SINGLE. £82.10 £38.10

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E. A. HEWETT. SUPERINTENDENT.



STRAMBHIP Tons CAPTAIN SAILING DATE RUBI ... 4000 | S. Crosby . | Manila, Cebu & Iloile | On 30th Mar., 4 P.M. .... 4000 M. C. Smith Manila, Coba & Hollo On 10th April, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 21st March, 1911. PHILIPPINES S.S. Co.

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ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 TO 1909.

\$2 Cash. On sale at the "DAJIX Pauss" Office, or Local Booksellers.

## SHIPPING

ARRIVALS. BENALDER, British str., 1,959, A. Lough, 22nd March-Singapore 16th March, General-Gibb, Livingston & Co.

BUFFALO, German str., 2,800, Jensen, 21s March-New York and Singapore 14t March, Kerosene Cil-Standard Oil Co. CATHAY, Denish str., 2,649. H. Kruse, 21 March - Port Said 15th Feb., General-Melchors & Co.

CHIPSHING, British str., 1,190, F. Moone 22nd March-Tientsin 15th Mar., General -Chinese.

HAITAN, British str., 1,183; J. S. Roach, 221 March-Foochow, Amoy and Swatow 21 March, General-Douglas, Lapraik & Co. KINTUCK, British str., 2,996, F. Baltens, 21 March—Liverpool and Singapore 15t March, General—Butterfield & Swire.

KJELD, Norwegiau str., 911, T. Hellesce, 21 March-Bangkok 18th March, Rice-Anguard, Thoresen & Co. KOHSICHANG, German str., 1,293, Rosiefsk 22nd March-Bangkok 15th March, Rich

-Butterfield & Swire. MERAPI, British str., 1,480, Uldall, 22nd Mo -Singapore 10th March, Sugar-Kin Ty

> CLEARANCES. AT THE MARROUR MASTER'S OFFICE. 21st March.

Benalder, British str., for Nagasaki. Carl Diederichsen, German str., for Hoibow. Helene, German str., for Swatow. Kanagawa Maru, Japanese str., for Singapor Lycemoon, German str., for Saigon. Singan, British str., for Haiphong. "-

DEPARTURES. 21st March. EUSTON, British str., for Vladivostock, PRESPER, Norwegian str., for Suigon. SALAHADJE, Dutch str., for Singapore. ---WAISHING, British str., for Shanghai. 22nd March.

Amigo, German str.) for Haiphong. BUJUN MARU, Japanese str., for Swatow. CHEONGSHANG, British str., for Swatow. FRI, Norwegian str., for Chefoo. FOOKSANG, British str., for Shanghai. HAKATA MARU, Japanese str., for Singapor KUTSANG, British str., for Singapore. KWANGLER, Chinese str., for Centon. KWANGTAH, Chinese str., for Shanghai. MONTROSE, British str., for Shanghai. NORE, British str., for Singapore. PRINZESS ALICE, German str., for Europe, & QUINTA, German str., for Hollow.

SEATTLE MARU, Japanese str., for Nagasaki WUHU, British str., for Amoy. SHIPPING REPORTS The British str. Haitun reports: Moderate

winds and sea, misty weather.

## PASSENGERS.

Per Haitan, from Coast Ports, Mr M. donald, Mr and Mrs Griffin. · Per Merapi, from Singapore, Dr. M. Web Dr. H. Siebeet, Dr. Baul, Mr Ekman, Mr Rundgren and Mr E. L. Burke.

DEPARTED.

Por Prinzess Alice, for Europe, &c., I Lercht and party, Mr R. T. D. Connor, Dr. E. Smith, Mr and Mrs J. Meyer, Mr Worce ter, Capt. and Mrs Bremer, Mr R. D. Newm Mr John W. Wilson, Mr Robert Grenling, T. Gordon, Mrs H. Thomson, Mr and Mrs Greaves and child, Mrs L. M. Walker, Miss Robinson, Mr E. Lund, Mrs Kastmann, Mr Sommer, Mrs Mears, Mr C. Penklam, Mr E. Tepson, Mr and Mrs R. P. Montgomery, Capt. Hatje, Mr and Mrs T. E. Nauce, Mr H. E. Phipps, Mr M. T. Legg, Mr T. J. Williamson, Mr G. C. Dogman, Mr and Mrs O. Huddleston, Roy. Leo. Mr J. C. Knudson, Mr A. C. Nichols, Miss.A. Greenberg, Mr and Mrs Zwissler and 3 children. Mr and Mrs T. Macklin, Mr S. H. Sherard, M: Thole, Mr T. P. Finchell, Mr J. Acock, Mr J. Tsamtsacchalus, Mr J. C. Hop, Mr and Mrs J. Brenner.

## STEAMERS PASSED THE CANAL.

Febr. 21st-C. F. Lacisz. Cathay, Flintshire, Lacrtes. 24th—Belgravia, Idomeneus, Kintuck, Palma, Schuylkill, Sunda. 28th—Benvenue, Bintang. March 3rd-Benvorlich, Indrasamha, Patrochus Ehimova, Ville de la Ciotat, Indra: velli, Sachsen. 7th- Aki Maru, Memnon. Suevia. 10th-Agamemnon, Nubio, Monmouthshire, Stentor. 14th-Benavon, Caledonien, Ohmu, Dacre Castle, Sicilia, Teenkai, Arcadia. 17th-Jason, Lothian, Miyasaki Maru, Prinz Eitel Friedrich, Prinz Ludwig. 21st-Benlarig, Hellas, Michima Maru, Segovia, Armenia Neckar. Tourane.

ARRIVALS AT HOME. Murch 21st - Slavonia.

THE REPORT OF THE PROPERTY OF



Butler, Palmer & Co., London

SIEMSSEN & CO., HONGKONG.

#### VESSELS ADVERTISED AS

To accortain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and these vessels berthed at the Kowloon Wharf "k.w." tegether with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Ma	ster's t <u>e</u> Blake Pier	3. From Blake Pier to N	Vaval Yard. 4. From Naval Yard t	o East Point
		10.A			
					•
DESTINATION.	VESSEL'S NAMES.	PLAG & BIO BER	TE CAPTAIN.	FOR FREIGHT APPLY TO	TO BE OMSPATORED
		23-4			
CATTAGRE WAS TRAVER BARRO OF CATE	DRYLVEL	Brit. str	H. Powell	P. & O. S. N. Co	About 1st April.
ONDON, &c., via Usual Ports of Call ONDON & ANTWERP VIA SINGAPORE, &c	PALAWAN	Brit. str	C. R. Longdon, R.N.R.	P. & O. S. N. Co	About 5th April.
OTTERDAM, HAMBURG & ANTWERP, &c	BELGEAVIA	Ger. str K.	w. Hildebrandt	HAMBURG-AMBRIKA LINIE	On 10th May. On 25th inst.
REMEN, HAMBURG & ANTWERP, &c	AMBRIA YEDDO	Ger. str K. Swed str	w. Foldtmann	OLOF WIJI & CO. LTD.	End of Mar.
OPENHAGEN & BALTIC PORTS	PREUSSEN	<u> </u>	w. Bahle	HAMBURG-AMERIKA LINIE	On 1st April
AVRE ROTTERDAM & HAMBURG, &c	Reginfels	Ger. str k.	w. Eelbo	HAMBURG-AMERIKA LINIS	On 22nd April.
AVRE BREMEN & HAMBURG &c	Senegambia	II CACAR DOLE 111	w Eckhorn C. H. Butler	HAMBURG-AMERIKA LINIE	On 24th April. To-day.
ARSEILLES. LONDON & ANTWERP VIA SINGAPORE, &C.	HIRANO MARII	Jan. str Jan. str	- H. Fraser	Nippon Yusen Kaisha	On 29th inst., at D'lig
CURRETTER TONDON & ANTWERP VIA SINGAPORE &C	TANGO MARU	Jap. str.	- K. Kowara	Mippon Yusen Kaisha	On 12th April, at D'li
[ARSEILLES, ROTTERDAM & HAMBURG, &C	ALEBIA	Gor. str. k.	D D	HAMUERG-AMERIKA LINIE	On 14th April. On 29th inst., at 2 P.M
APLES. GENOA. ALGIERS. GIBRALTAR, &C	VORWAERTS	Aus. str Ger. str	B. Wilhelmi	Murampa & Ca	On 5th April, at Noo
OSTON & NEW YORK	GHAZEE	Brit. str		Dodwett & Co., Lid	About 7th April.
ANCOUVER VIA SHANGHAI, JAPAN, &c. 👚	EMPRESS OF CHINA.		m. B. Archibald	and the second s	On 8th April, at 7 A.1 On 18th April, at Noo
ANCOUVER VIA SHANGHAI. JAPAN. &c. LCTORIA. BC. & SEATTLE VIA SHANGHAI, &c.	MONTEAGLE		m. Tominaga	NTROOM VYORM KATGUA	On 28th inst., at Noo
ICTORIA, C.B. & TACOMA VIA SHANGHAI & JAPAN	MEXICO MARU	Jap. str.	449 449	OSAKA SHOSEN KAISHA	On 4th April, at D'lig
ICTORIA B.C. & SEATTLE. YIA SHANGHAI, &o	TAMBA MARU	Jap. str	— K. Noda	Nippon Yusen Kaisha	On 25th April, at No
ANCOUVER, B.C., & SEATTLE VIA SHANGHAI, &C.	STRATHARDLE	Brit. str	Lamont	PACIFIC MAIL S.S. Co	On 13th April.  Fo-morrow, at 1 P.M.
AN FRANCISCO VIA SHANGHAI & JAPAN, &c. AN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SIBERIA CHINA	Am. str.	- E. Rice		On 31st inst., at 1 P.M
AN FRANCISCO VIA SHANGHAI & JAPAN &	CHIYO MARU	Jap. str	- W. W. Greene	Tovo Kaisen Kaisha	On 14th April, at 1 P
ORTLAND VIA JAPAN	. HERCULES ,	Nor. str.	Wilhelmsen	Portland & Asiatic S.S. Co Melchers & Co	On 8th April. On 26th inst., at 4 P.3
USTRALIAN PORTS VIA MANILA USTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str. Brit. str 1	m. L. Klugkist		On 10th April at 4 P.
TETRALIAN PORTS VIX MANILA	NIKKO MARU		- M. Yagi	Nippon Yusen, Kaisha	
WETRALIAN PORTS VIA MANILA	Kumano Maru	· · · · · · · · · · · · · · · · · · ·	M. Winckler		On 12th May, at Noo
Bright St.	ARI MARU		- K. Homma F Isoke	- 1	
COBE & YOKOHAMA	KUMANO MARU	·	- M. Winckler	NIPPON YUSEN KAISHA	On 12th April, at No
APAN, HONOLULU, MANZANILLO, &c	Buyo Maru	Jap. str. :	- K. Hashimoto	Toyo Kisen Kaisha	
APAN IENTSIN VIA SWATOW. & WEIHAIWEI	TJIBODAS	· · · · · · · · · · · · · · · · · · ·	<ul> <li>P J. van Emmerick .</li> <li>W McClyonut-Lidde</li> </ul>	Java-China-Japan Lijn	
TENTSIN VIA BWATOW. & WEIGHTWEIL.	Chipshing	A LOS BUILDINGS - PART	- F. Mooney	JARDINE, MATHESON & Co., LD	: On 28th inst., at Noc
HANGHAI NAGASAKI, KOBE & YOKOHAMA		Ger. str	O. Pahnke	MELCHERS & Co	. About 23rd inst.
HANGHAI :	LINAN	Brit. str	m. C. C. Williams w. Eckhorn	BUTTERFIELD & SWIRE HAMBUEG-AMERIKA LINIE	To-morrow
HANGHAI, KOBE & YOKOHAMA	SENEGAMBIA		m, A. Harris	BUTTERFIELD & SWIRE	On 25th inst., at M'n
HANGHAI, MOJI, KOBE & YOKOHAMA	PALDIA	Brit. str.	E. W. Cockman, R.N.	R P. & O. S. N. Co	About 26th inst:
HANGHAI VIA SWATOW			- Spencer Wilde S. J. G. Parsons	Jaedine, Matheson & Co., Ld., Nippon Yusen Kaisha	On 29th inst., at D up
HANGHAI MOJI & KOBE	DELHI	11 DANA SAL III	H. S. Bradshaw		About 30th inst.
HANGHAI KOBE & YOKOHAMA	SUEVIA	Ger. str k	w. Kotzte	HAMBURG-AMERIKA LINIE	On 7th April.
HANGHAI, MOJI KOBE & YOKOHAMA	SICILIA	Brit.str.	C. W. Watkins, R.N.	R. P. & O. S. N. Co	About 8th April. On 29th inst., at 8 A.
NPING VIA SWATOW & AMOY AMSUI VIA SWATOW & AMOY	DAIGI MARU			O O 77	On 26th inst., at 10 A
MOY, SHANGHAL & CHINKAING	ICHANG	Brit. str 1	m. Lewis	Butterfield & Swire	To-day, at 4 P.M.
WATOW, AMOY & FOOCHOW	HAITAN	'1 ======= .1 =	h. J. S. Roach	DOUGLAS LAPRAIK & CO	To-morrow, at 11 A.B. On 25th inst., at 4 P.
WATOW, TSINGTAU & CHEFOO	TUNNAN		m. G. W. Eddy h A. H. Stewart		On 25th inst, at 4 P.
WATOW, AMOY & FOOCHOW	HAICHING		h. W. C. Passmore	Douglas Lapraik & Co	On 28th inst, at 11 A
WATOW AMOY & FOOCHOW	HAIYANG	Brit. str 2	h. A. E. Hodgins		On 31st inst., at 11 A
ЮІНОW & HAIPHONG	SINGAN	Brit str	- F. Jamieson		To-day, at Noon. On 25th inst., at 2 P.
IANILA, CEBU & ILOILO	LOONGBANG KAIFONG	Brit. str	- Sidford	Butterfield & Swire	. On 28th inst, at 4 P
MANILA, CEBU & ILCILO	RUBI		— S. Crosby	Shewan, Tomes & Co	On 30th inst. at 4 P.
MANILA. CEBU & ILOILO	ZAFIRO	Am. str	— M. C. Smith		On 10th April, at 4 I End of Mar.
KUDAT & SANDAKAN	CEYLON MARY	1 —	- F. Sembill Fred. Pyne	MELCHERS & Co	On 4th April.
BOMBAY VAI SINGAPORE, & COLOMBO BINGAPORE, PENANG & CALCUTTA	LAISANG		— E. J. Tadd	Jardine, Matheson & Co., Ld	On 28th inst., at Noc
BATAVIA, CHERIBON, SAMARANG, &c	TJILIWONG	Dut. str	- Van D. Jalink	. JAVA-CHINA-JAPAN LIJN	
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# CANADIAN PACIFIC RAILWAY CO.'S THE

## ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between Chins, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkeng. "EMRPESS OF CHINA" SAT., 8th April	From St. John, N.B. "EMPRESS OF IRELAND"FRI., 5th May
"MONTEAGLE" TUESDAY, 18th April "EMPRESS OF INDIA" SAT., 29th April	From Unobec.
"EMPRESS OF CHINA" SAT., 20th June "MONTEAGLE" WED'DAY, 28th June	L. TIPUL DINE ERIDYI'' UR OMÀ

#### Steamships leave HONGKONG at 7 A.M. at 12 Noon. "Monteagle"

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC. with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the

Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers)

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Podder Street and Praya, opposite Blake Fier.

## ASIATIQUE FRANCAIS EST

MESSAGERIES MARITIMES, AGENTS.

Capt. E. de Catalano. s.s. "TOUAREG," MAIL LINE BETWEEN HONGKONG AND HAIPHONG

(VIA KWANG CHOW WANG). Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

IST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT. Hongkon, 3rd January, 1911.

# BANK

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER. B.C. &

TADANTER

	L AN	n awlaudd	FULLS.
Steamer s	Tons	Captain	To Sail on or About
STRATHARDLE	4,380 6,232	Lamont	13th April.

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points. For Rates of Freight and Passage, apply to-

Telephone No. 780.

THE BANK LINE, LIMITED. KING'S BUILDING, Praya Central.

#### AUSTRALIAN COAL. STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL. From the West Wallsend and Aberdare Mines (New South Wales) always on hand. For Prices, delivered or ex Godown, apply to-

- ANDREW WEIR & Co. (THE BANK LINE AGENCY), KING'S BUILDING (Fourth Floor). [173

Hongkong, 16th March, 1911.

THE PENINSULAR AND ORIENTAL



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE.

and Admiatic Posts). HE Company's Steamship. "VORWAERTS," Capt. Dannecker, will be despatched as above on

WEDNESDAY, 29TH MAR., AT 2 P.M. This Steamer has capital accommodation for

passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess - For information as to Passage and Freight

SANDER, WIELER & Co., Princes' Buildings. Hongkong, 6th March, 1911.

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON a AUSTRALIA, INDIA, ADEN, EGYPI MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FO-BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH APRICAN

THE Steamship

Bombay, &c., on SATUBDAY, the Is! April, 1911, at Noon, taking passenger and Cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 10,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure.

from Hongkong. Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will e transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the S.S. "MANTUA," due. in London on the 12th May, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The content. For further particulars, apply to

E. A. HEWET' Superintendent. Hongkong, 20th March, 1911.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

A B 1/2-2 chests PERSIAN OPIUM from. Bombay ex s.s. "ASSAYE," arrived Hongkong 17th February, 1911.

THIS is to give Notice that the above Chests A. of Opium are lying in the Godown of the P. & O. S. N. Co., at Hongkong, at Consignees risk and expense.

Interested parties are requested to communicate with the undersigned with a view to delivery being effected. E. A. HEWETT,

Superintendent. P. & O. S. N. Co., Hongkong Hongkong, 20th March, 1911. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA." FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:-From London, &c., er s.s. "Namur" and Mongolia."

From Australia ox s.s. "Malwa." From Persian Gulf, ex s.s. B. I.S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me

in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on Mondays and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods

have left the Godowns. E. A. HEWETT. Superintendent. Hongkong, 16th March, 1911.

AMERICAN & ORIENTAL LINE: NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"AFGHAN PRINCE,

Consignees of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained. All Broken, Chafed, and Damaged Goods

are to be left in the Godowns, where they will be examined on the 24th inst, at 2.30 P M. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

· All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised. No Fire Insurance has been effected. ARNHOLD, KARBERG & Co.,

Agents. Hongkong, 18th March, 1911. "GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

FROM ANTWERP, MIDDLESBORO', HULL, LONDON AND STRAITS. INHE Steamship

"GLENSTRAE," Captain McGillivray, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company,

Limited, Kowloon, and stored at Consignees risk and expense, All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 27th inst., at 10 A.M. All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst, will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Hongkong, 20th March, 1911.

"MOGUL" LINE OF STEAMERS NOTICE TO CONSIGNEES.

THE STEAMSHIP "MONTROSE."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf , at Kowleon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the "DEVANHA,"
Captain H. Powell, carrying His Majesty's All broken, chafed, and damaged Goods are Mails, will be despatched from this for to be left in the Godowns, where they will be Bombay, &c., on SATURDAY, the Ist April, examined on the 28th inst., at 3 p.m.

No Fire Insurance has been effected Bills of Lading will be countersigned by

DODWELL & Co., LTD., Hongkong, 21st March, 1911.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR PROPOSED SAILINGS FROM HONGHONG.

FOR BOSTON AND NEW YORK. S.S. "GHAZEE," On or about 7th April For Freight and further information, apply to PODWELL & Co., I TD.,

Hongkong, 14th March -911.

#### PENINSULAR ORIENTAL STEAM NAVIGATION COMPANY.

FOR	e programa v de je	STRANKRS	TO SAIL	REMAURS
SHANGHAI, MO				Freight only
S : ANGHAI	DEI C	LHI opt. H. S. Bradsh	About 30th	Freight and Passage.
LONDON VIA U	SUAL PORTS $DE$	VANHA Capt. H. Powell	Noon, 1st April	Bes Special Advertisement.
VIA SINGAPO ANG, COLON PORT SAID	RE, PEN! (PAL IBO, and (Cap	AWAN ot. C. R. Longdon	) About 5th R.N.R. April	Freight and Passage.
SHANGHAI, MC	JI, KOBE SIC	ILIACapt C. W., Wat	kins, About 8th	Freight and Passage.

## CHINA NAVIGATION CO., LD.

E. A. HEWETT,

Superintendent

SAILINGS SUBJECT TO ALTERATION

For Further Particulars, apply to

Hongkong, 2rdd March, 1911.

BANE, SYDNEY & MELBOURNE

		44
FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"SINGAN"	On 23rd Mar., Noon.
SHANGHAI	"LINAN"	On 23rd Mar., 4 PM.
AMOY, SHANGHAI and Chinkland	"ICHANG"	On 23rd Mar., 4 P.M.
SWATOW, TSINGTAU & CHRFOO	"YUNNAN"	On 25th Mar., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Mar., M'night.
MANILA, CEBU and ILOILO	"KAIFONG"	On 28th Mar., 4 P.M.
MANILA, ZAMBOANGA, THURS.		_
DAY ISLAND, COOKTOWN, CAIRNS TOWNSVILLE BRIS.	COLLEGED AND U	0-10/- 1-1 4
* CAIRNS TOWNSVILLE BRIS.	TALIUAN	On 10th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI." AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Pasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Diving Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

the transhipment at Woosung. TELEPHONE 36 FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to-BUTTERFIELD & SWIRE, Hongkong, 23rd March, 1911 AGENTS.

## HAMBURG-AMERIKA

IN CONJUNCTION WITH-DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Gonos, and other Mediterranean Levautine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

OUTWARD,

FOR SHIGHAL, KOBE & YOKOHAMA: S.S. SENEGAMBIA ... 24th March S.S. SUEVIA ... ... 7th April S.S. BAYERN ... ... 20th April S.S. FREINFELS ... 6th May ... 18th May S.S. SCANDIA .. S.S. SLAVONIA ... 4th June S.S. SAXONIA... ... 15th June

HOMEWARD. FOR BREMEN, HAMBURG & ANTWERP: S.S. AMBRIA ... ... 25th March. FOR HAVRE, ROTTERDAM & HAMBURG: S.S. PREUSSEN ... 1st April FOR MARSHILLES, ROTTERDAM & HAMBURG: S.S. ALESIA ... ... 14th April. FUE HAVRE, ROTTERDAM & HAMBURG: S.S. RHEINFELS... 22nd April. FOR HAVRE, BREMEN & HAMBURG: S.S. SENEGAMBIA ... 24th April, FOR ROTTERDAM, HAMBURG & ANTWERE.

S.S. BELGRAVIA ... 10th May.

For Further Particulars, apply to-

HAMBURG-AMERIKA LINIE Hongkong Office.

Hongkong, 23rd March, 1911.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

IGHEST Class, Fastest and Mest Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

#### AMOY AND FOOCHOW SWATOW. AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN LEAVING. STEAMSHIPS FRIDAY, 24th War., at 11 A.M. "HAITAN" Capt. J. S. Roach .. ... 28th Mar., at il A.M. "HAICHING" Capt. W. C. Passmore... TUESDAY. Capt. A. E. Hodgins 31st Mar., at 11 A.M. FRIDAY, 'HAIYANG" SWATOW AND RETURN.

(Occupying 3 Days). 26th Mar., at 10 A.M. "HAIMUN" ... Capt. A. H. Stewart 29th Mar., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co.,

Hongkong, 22nd March, 1911.

GENERAL MANAGERS,

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO A-LTERATION.) \* TIENTSIN VIA SWATOW & WE1-}"CHEONGSHING"Thursday,23rd Mar., Noon.

HAIWEI

MANILA

BHANGHAI via SWATOW ...... "HANGSANG" Saturday, 25th Mar., 2 p.m.

HANGSANG" Saturday, 25th Mar., D'light.

SINGAPORE, PENANG & CALCUTTA" LAISANG" ... Tuesday, 28th Mar., Noon.

TIENTSIN ...... "CHIPSHING" Tuesday, 28th Mar., Noon. RETURN TOURNS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passangers and are fitted throughout with Electric Light. + Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefco, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER. Hongkong, 23rd March, 1911.



(THE JAPAN MAIL STEAMSHIP CO.)

'PROJECTED BACKINGS PROM HONGRONG-SUBJECT TO ALTERATION.

Destinations.	Stramers.		
	KANAGAWA MA	····	March.
MARSEILLES, LONDON and ANTWERP, via SINGA-		7,000	
ANTWERP, via SINGA- PORE, PENANG,	HIRANO MARU	- · · · ·	(WED'DAY, 29th
COLOMBO, SUEZ and	Capt. H. Fraser,		Mar., at Dayligh
PORTSAID 4	TANGO MARU	0.000	WED'DAY, 12th
	Capt. K. Kawara,	8,000	April, at Daylight
VICTORIA B.C. & SEATTLE	SSADO MARU	, c	SATURDAY, 25th April, from Kobu
and the second of the second o	Capt. J. Richards,	7,000	
VICTORIA, B.C. and	SINABA MARU		TUESDAY, 28th
SEATTLE, via SHANG-	Capt. Tominaga,	7,000	March, at Noon
HAI, MOJI, KOBE, YOKKAICHI, and YOKO-	§ TAMBA MARU	etë.	TUESDAY, 25th
YOKKAICHI, and YOKO-	Capt. K. Noda,	7,000	April, at Noon.
SYDNEY and MELBOURNE,	NIKKO MARU		FRIDAY, 14th
via MANILA, THURSDAY	Capt. M. Yagi,	6,000	April, at Noon.
ISLAND, TOWNSVILLE	KUMANO MARU		FRIDAY, 12th
and BRISBANE	Capt. M. Winckler,	6.009	May, at Noon,
BHANGHAI, MOJI and	BINGO MARU		WHD'DAY, 29th
KOBE	Capt. S. J. G. Parsons,	7,000	March.
KOBE and YOKOHAMA {	AKI MARU	}	THURSDAY, 30th
CODE MILE LOSSO		6,000 J	Mar., at 11 A.M.
BOMBAY via SINGAPORE, [ ]		}	TUESDAY, 4th
and COLOMBO l	Capt. Fred. Pyne.	7,000 J	April.
NAGASAKI, KOBE and	KUMANO MARU		WED'DAY, 12th
YOKOHAMA	Capt. M. Winckler,	6,000	April, at Noon
	Wireless Telegraphy.	· •	1 Cargo only.

## PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG. TO MARSEILLES AND LONDON VIA SUEZ CANAL. Tons. Leave H.K. To London, per New Steamer RATES OF PASSAGE. 1st Class S Y. 550.00 825,00 2nd Class 'S HIRANO MARU 29th Mar. old str. 1st Class S 12th April TANGO 26th . ,, KAMO 10th May AKI MISHIMA 24th ,, VICTORIA, B.C., & SEATTLE, WASH., U.S.A. RATES OF PASSAGE. Tons. Leave H.K. Steamers. To Pacific Coast Common Points: 1st Class S £30 INABA MARU 7000 28th Mar. 2nd Class S £21 To London via New York: 1st Class S £60 7000 25th April. TAMBA

For further information as to Freight, Passage, Sailings, &c., apply to T. KUSUMOTO, MANAGER. 14-40]

" via St. Lawrence: 1st Class S £59

7000 23rd May.

#### LINE. MAIL

## MAIL

#### ROUTE. SEMI-TROPICAL

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

STEAMERS		Tons		SAILING	DATES.	
				FRIDAY,	24th March	at 1 x
MANCHURIA		. <b>27,00</b> 0 .		SATURDAY,	8th April.	at 1 E
	*****			SATURDAY.	27th May,	
		. 18.000	110 1100	FRIDAY.	9th June,	
MANCHURIA		27,000		SATURDAY,	24th June,	
		27,000	, , , , , , , , , , , , , , , , , , ,	SATURDAY,	15th July,	
				FRIDAY.	11th Aug.,	at 1 T

All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 24th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX Months, £120; 24 Months, £125; including Berth and Meals ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: -Missionaries and their families.

## INTERMEDIATE SERVICE.

CHINA......10,200 Tons ..... FRIDAY, 31st March at 1 P.M. ASIA...... 9,500 Tons ..... FRIDAY, 21st April, at 1 P.M. PERSIA ..... 9,000 Tons ..... FRIDAY, 19th May, at 1 P.M. THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-A SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 31st March, at 1 P.M. On the Fine MAIL Steamers, ASIA, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates. FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43. via New York

For further information as to Passago and Frei ht, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRE J. HALTON, AGENT.

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS SO.

Head Office for the Far East: 16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged. CHIMF OFFICE:-LUDGATE CIECUS, LONDON, E.C.

#### KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. .

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN PRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). CAPTAIN STRAMER DATE OF SAILING. ... 21,000 ... W. W. Greene .. FRIDAY, April, 14th, 1 P.M. + CHIYO MARU \*AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, † TENYO MARU ... 21,000 ... E. Bent FRIDAY, May 5th, I P.M. May 12th, 1 P.M. June 2nd, 1 P.M.

\* NIPPON MARU ... 11,000 ... H. S. Smith ... FRIDAY, + Triple Screws, turbine engines. \* Twin Screws. All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

HONOLULU, on FRIDAY, 14th April, at 1 P.M.

SOUTH AMERICAN-LINE. (In Connection with NATIONAL BAILWAY or MEXICO AT MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

CAPTAIN DATE OF SAILING. STEAMER BUYO MARU 10,500 ... K. Hashimoto WED'DAY, April 19th, 1 P.M. HONGKONG MARU 11,000 ... H. Hinokuma SATURDAY, June 17th, 1 P.M. KIYO MARU ... 17,500 ... H. Nishi ... TUESDAY, Aug. 15th, 1 P.M.

FITHE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKO. HAMA. HONOLULU, MANZ NILLO. SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO AND CORONEL on WEDNESDAY, 19th April, at 1 P.M. FARES FROM HONGKONG.

TO SAN FRANCISCO ... " NEW YORK ... £ 120-0-0, Return 6 Months SALINA CRUZ or MANZANILLO Yen. 420.00, Single " VALPARAISO... ". ... Yen. 570.00, ,,

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS :-- Officials of any European Naval, Military, Diplomatic, . Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

ment of China and Japan. TO CANADIAN AND UNITED STATES POINTS :- Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.
TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).
These magnificent steamers are most up-to-date and luxurious in every way. Excellent ouisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 212 knots. Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

IN MATSDA, LOCAL MANAGER, King's Building (Opposite Blake Pier).

#### SHOSEN KAISHA. OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Central and South America.



THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY THE CHICAGO, MILWAUKEE AND ST. PAGL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexice.

Connecting at TACOMA with

STEAMERS LHAVES. (Gross reg.) VICTORIA, B.C. & TACOMA "MEXICO MARU" VIA SHANGHAI, MOJI, TUESDAY, 4th 6,064 KOBE and YOKOHAMA April, at Daylight VICTORIA, B.C. & TACOMA "CHICAGO MARU" VIA NAGASAKI, KOBE WED'DAY, 19th and YOKOHAMA ... April at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stearage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best ad prod rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

STEAMERS LEAVEF. "DAIGI MARU" TAMSUI VIA SWATOW SUNDAY, 26th Mar. and AMOY at 10 A.BI. "SOSHU MARU" ANPING VIA SWATOW WED'DAY, 29th Mar. and AMOY ат 8 л.м. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings S. HIROI, MANAGER.



## RODI & WIENENBERGER, A.-G. PFORZHEIM i/B.

THE Undersigned Agent keps a STOCK of Genuine Rolled Gold Jewelleries: Necklets, Bracelets, Brooches, Scarf-Pins, Watch-Chains, etc.

FOR INSPECTION INVITES:

## HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

#### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Kleist with the Garman Mail of the 22nd Feb., left Singapore on Saturday, the 18th inst., at 11 p.m., and may be expected here to-day.

The Ville de la Ciotat, with the French Mail of the 24th February, left Singapore on

FOR	" PER "	DATE
Haiphong Nagasaki, Kobe and Yokohama Shanghai Swatow, Weihaiwai and Tientsin Macao Shanghai	Helene Singan Benalder Clentrae Cheongshing Sui Tai Linan Ichang Phranang	Thursday, 23rd, 11.00 A M Thursday, 23rd, 11.00 A M Thursday, 23rd, 1.15 P M Thursday, 23rd, 3.00 P M
Swatow, Shanghai and Bangkok	Rajaburi	Thursday, 23rd, 5.00 P 2
Hoihow and Pakhoi	Johanne Haitan	Friday, 24th, 9.00 A B Friday, 24th, 10.00 A B Friday, 24th, Printed Matter and Sam
SHANGHAT, NAGASAKI, KOBE, YOKOHAMA,		ples 11.00 A N Registration 10.15 A N (Registration, with late
HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)	Eiberia	fee of 10 cents, up to 11.00 A_M.)  Registration, Kewleen B.O 10.30 A M
Macao Hoihow, Singapore and Bangkok	Sui Tai Wongkoi	No late fee Letters Noon Friday, 24th, 1.15 P. M. Friday, 24th, 5.00 P.M.
Swatow and Shanghai  Manila Cebu and Iloilo  Butavia, Cheribon, Samarang and Sourabaya	H.M.S. Flora	Friday, 24th, 5.00 P M Saturday, 25th, 9.00 A M Saturday, 25th, 11.00 A M Saturday, 25th, 1.00 P M
Manila Saigon Swatow, Tsingtau and Chefoo Shanghai Swatow, Singapore and Bangkok	Dagny Yunnan	Saturday, 25th, 1.00 P M Saturday, 25th, 3.00 P M Saturday, 25th, 5.00 P M Saturday, 25th, 5.00 P M
Shanghai SIBERIAN MAIL TO EUROPE		"Saturday, 25th, Registration 4.15 P no (Registration with late- fee of 10 cents up to
Manila, Yap, Angour, Friedrich Wilhelmsha- fen, Elabaul, Herbertshohe, Matupi,		5.00 P M) Letters 6.00 P M
Brisbane, Sydney, Hobart, Launceston, Newzealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Coblenz	Sunday, 26th, 9.00 A M

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

Haimun ...

Inaba Maru

Ernest Simons

HAS THESE GREAT ADVANTAGES IN ADDITION

It is made in a wide range of 70 colours, including rich dark as well as light shades. It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur. It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.

SHANGHAI, NAGASAKI, KOBE AND)

(SIBERIAN MAIL TO EUROPE)

EUROPE, &c., INDIA VIA TUTICORIN

included in this contract mail.)

hama, Victoria B.C. and Senttle Wash.

(Late Letters 11.00 A.M. to NOON. Extra !

(Letters posted in all the Piller Boxes in

time for the first clearance will be

Moji, Kobe, Yokkaichi, Yoko-

YOKOHAMA ...

Postago 10 vents.)

It is washable three weeks after being applied. It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty. It is non-poisonous and clean in working.

It destroys fleas, bugs, and other objectionable Many of the colours will stand on new plaster



"The adventages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it.' SOLE AGENTS:

## WILLIAM C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG.

NOTICE.

## H. PRICE & CO., LTD.,

N pursuance of Section 6 of the Company's Articles of Association, the Directors have decided to issue 3,000 un-allotted Shares (being the balance of 15,000 Shares authorised to be issued under the Company's Articles of Association),

The 3,000 un-allotted Shares will be issued at 20% premium (i.e., \$12 per Share for each fully paid up \$10 Share). Shareholders whose names appear in the Company's Register, are entitled to One

new Share for every Four Shares registered in their names on the 11th day of April, 1911; Applications for the New Issue should be sent to the Secretary of the Company on or before the 11th of April, 1911, together with cheque in payment thereof, as after that date the Directors will proceed to dispose of all new Shares not applied for without further notice, on such terms and conditions as they may think fit.

The new issue will be entitled to participate in the profits of the Company as from the 1st day of January, 1911. The Transfer Book of the Company will be Closed from the 11th to the 18th April,

By Order,

A. CHARLTON

Secretary.

Hongkong, 21st March, 1911.

## COMMERCIAL.

EXCHANGE

	March 22nd.
On	LONDON:
<b>!</b>	Telegraphic Transfer
1	Bank Bills, on demand 1/01
	Bank Bills, at 30 days' sight 1/9.2.
	Dank Dius, at 4 months' sight 1/92
1.00	Credits, at 4 months' sight 1/012
	Documentary Bills 4 months' sight 1 9 18
ON	PARIS:
	Bank Bills, on demand 2261
_	Uredits, at 4 months' sight 2701
On	GERMANY:-
	On demand
On	NEW YORK :-
-	Bank Bills, on demand 435
100	Credits, at 60 days' sight448
ON	BOMBAY:-
1	Telegraphic Transfer
	Bank, on demand1333
ON	CALCUTTA:-
	Telegraphic Transfer
	Benk, on demand
On	SHANGHAI:-
	Th
	Private, 30 days sight753
Ön	YOKOHAMA:—On demand873
Ŏ'n	MANILA:—On demand—Peses—87
О́х	BINGAPORE:—On demand761
Ön	BATAVIA:—On demand1071
l UN	HAIPHONG:—On demand 11 0
ŌN	SAIGON:—On demand
ÔN	BANGKOK:—On demand861
Sov	BANGKOK:—On demand
Gor	D LEAF, 100 fine, per tael\$57.80
BAR	SILVER, per oz241d.
. •	SUBSIDIARY COINS.

CLOSING QUOTATIONS.

Chinese .....20 cents pieces.....36.80 discount. Chinese .....10 Hongkong ... 20

STOCKS.

Hongkong & Shanghai Bank Corporation

National Bank of China, Limited

China Light and Power Company, Limited,

China Provident, Loan & Mortgage Co., Ld...

Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld. International Cotton Manuf'ing Co., Ld.

Laou-Kung-Mow C. Spin.&Weav.Co.,Ld

Soy Chee Cotton Spinning Co., Limited

H'kong & Kowloon Wharf & G. Co., Ld.

Hongkong and Whampoa Dock Co., Ld.

New Amoy Dock Co., Limited
Shanghai Dock and Engineering Co., Ld
Shanghai and Hongkew Wharf Co., Ld.,
Fenwick & Co., Limited

China Borneo Company, Limited

Dairy Farm Company, Limited

Green Island Cement Co., Limited

Hongkong Electric Co., Limited

Hongkong and China Gas Co., Limited

Hongkong Hotel Company, Limited...

Hongkong Ice Company, Limited .... Hongkong Rope Manufacturing Co., Limited

H'kong& South China Steam Fisheries Co., Ld.

Canton Insurance Office Co., Limited .

China Fire Insurance Co., Limited ...

China Traders Insurance Co., Limited ...

Hongkong Fire Insurance Co., Limited

North-China Insurance Co., Limited

DOCKS AND WHARVES .--

Hongkong ... 10

Banks.--

COTTON MILLS .--

Ville de la Ciotat Tuesday, 28th, 10.00 A 14 10.45 A.M.)

Printed Matter and Sam fee of 10 cents up to Registration, Kowloov

Union Insurance Society, Limited Yangtszo Insurance Association, Limited LANDS AND BUILDINGS .-Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. .. Shanghai Land Investment Co., Limited

INSURANCES.—

West Point Building Co., Limited MINING,-SocietéFrançaise desCharb'ges du Tonkin Raub Australian Gold Mining Co., Ld... Peak Tramways Co., Limited... Philippine Co., Limited

REFINERIES. China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited Robinson Piano Co., Limited ... STEAMSHIP COMPANIES .-China and Manila Steamship Co., Ld. ... Douglas Steamship Co., Limited Hongkong, Canton & Macao S.B. Co., Ld. Indo-China Steam Navigation Co., Ld Shell Transport & Trading Co., Limited.

Star Ferry Company, Limited South China Morning Post, Limited Steam Laundry Company, Limited ... STORES AND DISPENSABLES .-Campbell, Moore & Co., Limited Wm. Powell, Limited ...

Watkins, Limited A. S. Watson & Co., Limited Weissmann, Limited United Asbestos Oriental Agency, Limited, Union Waterboat Co., Limited

9,900 ordy, RUBBER. Para Rubber in London Loans. Value.

Amount. Tls. 767,200 Tls. 250 7% p. annum Par. VERNON & SMYTH, Share-Rrokers. Chinese Imperial 1286

Tuesday, 4th April-Extraordinary General Meeting of the Hongkong Fire Insurance Co., Ltd., Noon. Saturday, 25th March-Twenty-Second Ordin-Wednesday, 26th April-Thirty-Eighth Ordin. ary Annual Meeting of Green Island Saturday, 25th March-Auction of Valuable

Saturday, 25th March-Annual Dinner of Devonian Society, at Hongkong Hotel, Saturday, 25th March-Operatic Concert by Mille. Gauthier at Theatre Royal, 9 P.M.

Household Property at Sales Room, by Mr.

FORTHCOMING EVENTS.

Cement Co., Ltd., 11.30 A.M.

Geo. P. Lammert, 3 P.M.

Monday, 27th March-Auction of Crown Land at Kennedy Rd., by Public Works Dopt. 3 P.M. Tuesday, 28th March-Eighth Ordinary Yearly Meeting of The China-Borneo Co. Ltd.,

Theatre Royal, 9 P.M. Saturday, 1st April-Annual Dinner of Oxford and Cambridge Dinner, at Hongkong Club, 7.45 PM.

ary Yearly Meeting of Union Insurance Society of Canton, Ltd., NOON. Wednesday, 26th April-Forty-fifth Ordinary Yearly Meeting of China Traders' Insurance Co., Ltd., 12.30 P.M.

Interest.

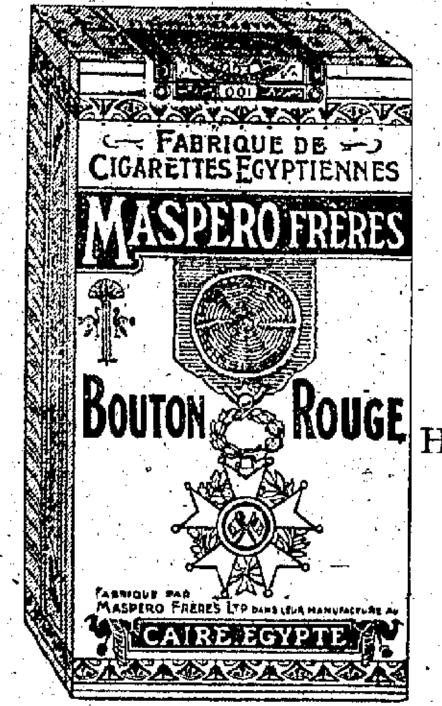
ON SALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, Wednesday, 5th April—Bandmann Opera Co. at 1910. With INDEX. Price \$7.50. On sale at the "Hongkong Daily Press"

Hongkong, 10th June. 1910.

THE CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



VALUE. PAID UP. CLOSING QUOTA-

Tls. 75 Tls. 75 Tls. 100 Tls. 100

Tls. 100

\$250 \$100 \$83.33 \$250 £15 \$250 \$100

Fes. 250

\$100 \$100

\$5U

Tis. 50 Tis. 50 Tis. 23.

TIONS CASH.

(\$885, sales

£84.10/-\$80, buyers

\$11, seliers

819, sales

\$5½, buyers

Tls. 65, sellers

Tis. 94, buyers

\$2.50, sellers \$200.

\$23, sellers

\$171, sellers

\$7, buyers

\$119, sales

\$335, sellers

\$835, buyers

\$94, buyers \$63, sales

\$46, buyers

\$1031, sal & bu.

\$2071.

330 332, sellers Tis. 99.

ఫంగ

8100

\$50 850,

\$25 | \$81, buyers

88/9

\$25. \$61.

\$10 | \$3, sellers

\$4 \$10, sellers

=510 | \$12, buyers

\$10 \$300.

6/5 sellers per lb.

\$7, sellers

164, buyers

Quotation,

55-4]

Benares Old ...

\$23. \$12.

810½, buyers

\$29½, sellers

60, bu. (L'don

£5.7.6.

\$106, buyers

35]

SHARES.

120,000

.60,000 50,000

400,000

15,000

10,000 20,000

24,000 8,000

10,000 12,400 12,000

50,000 150,000 6,000 78,000 12,500

16,000 200,000 25,000 50,000

75,000

20,000

7,000

4,000

-30,000

40,000

80,000

10,000

20,000

1,200 15,000 10,000

90,000

60,000 pref. 60,000 def.

2,000,000

A LUXURY TO THE MAN OF TASTE

IN 50's & 100's

RMETICALLYSEALEDBOXES

AT \$4.20 AND \$2.80 PER 100

FROM ALL TOBACCONASTS.



## SHARE LIST.—QUOTATIONS. HONGKONG, MARCH 22mb, 1911. THE NESTLE & ANGLO-SWISS

CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



As a guarantee of Quality, see the MILKMAID. on every Tim.

Another Famous Product of the above

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

brice: 20 Cents Per Tin. \$2.30 ..... Per Doz. Tins. \$9.00 ..... Per Case of 4 Doz. Tins. ON SALE AT-

LANE, CRAWFORD & Co.
KWAN TYE. Queen's Road Central.
CHEONG TYE, Queen's Road Central.
MAN YUEN, Queen's Road Central.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY.
II. Caine Road.

The Wine Merchants of the East

WHISKY.

LABEL

\$19.50 - PER CASE OF 12 BOTTLES.

RED LABEL (Special).

**\$25.75** PER CASE OF 12 BOTTLES.

SIEMSSEN HONGKONG AGENTS.

March 20th Quotations are:-Malwa New ... \$2,350/2,400 per picul Malwa Older ... \$2,430/2,450 Malwa V. Old \$2,460/2,500 Persian fine quality 31,200/1,400 Persian extra fine ..... \$2,050 Patna New per chest. Patna Old Benares New ...

OPIUM.

FOR EUROPE AND AMERICA. INDIA, AUSTRALIA, &C., PRIVATE RESIDENTS AT THE OUTPORTS. . A Comprehensive and Complete Record of the NEWS OF THE FAR EAST.

is given in the ONGKONG WYEEKLY PRESS,

with which is incorporated THE CHINA OVERLAND TRADE REPORT Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A Des Venx Boad Central, Victoria, Hongkong; London Office, 131. Fleet Street, E.C.